

Appendix N1

Public Scoping Meeting #1 Summary Report

Part 1 of 2

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ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

Final Meeting Report

US 281 Environmental Impact Statement Public Scoping Meeting #1

Prepared for the Federal Highway Administration

San Antonio, Texas
August 27, 2009

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1.0 INTRODUCTION

The Alamo Regional Mobility Authority (Alamo RMA) conducted Public Scoping Meeting #1 in compliance with National Environmental Policy Act of 1969 (NEPA) and Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002 requirements for the US 281 Environmental Impact Statement being prepared for the location of US 281 from Loop 1604 to Borgfeld Road in Bexar County. The Public Scoping Meeting was held on August 27, 2009 from 5:30 pm to 8:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas.

The Environmental Impact Statement will be developed for a 7.9 mile segment located entirely within Bexar County, as shown in **Figure 1**.

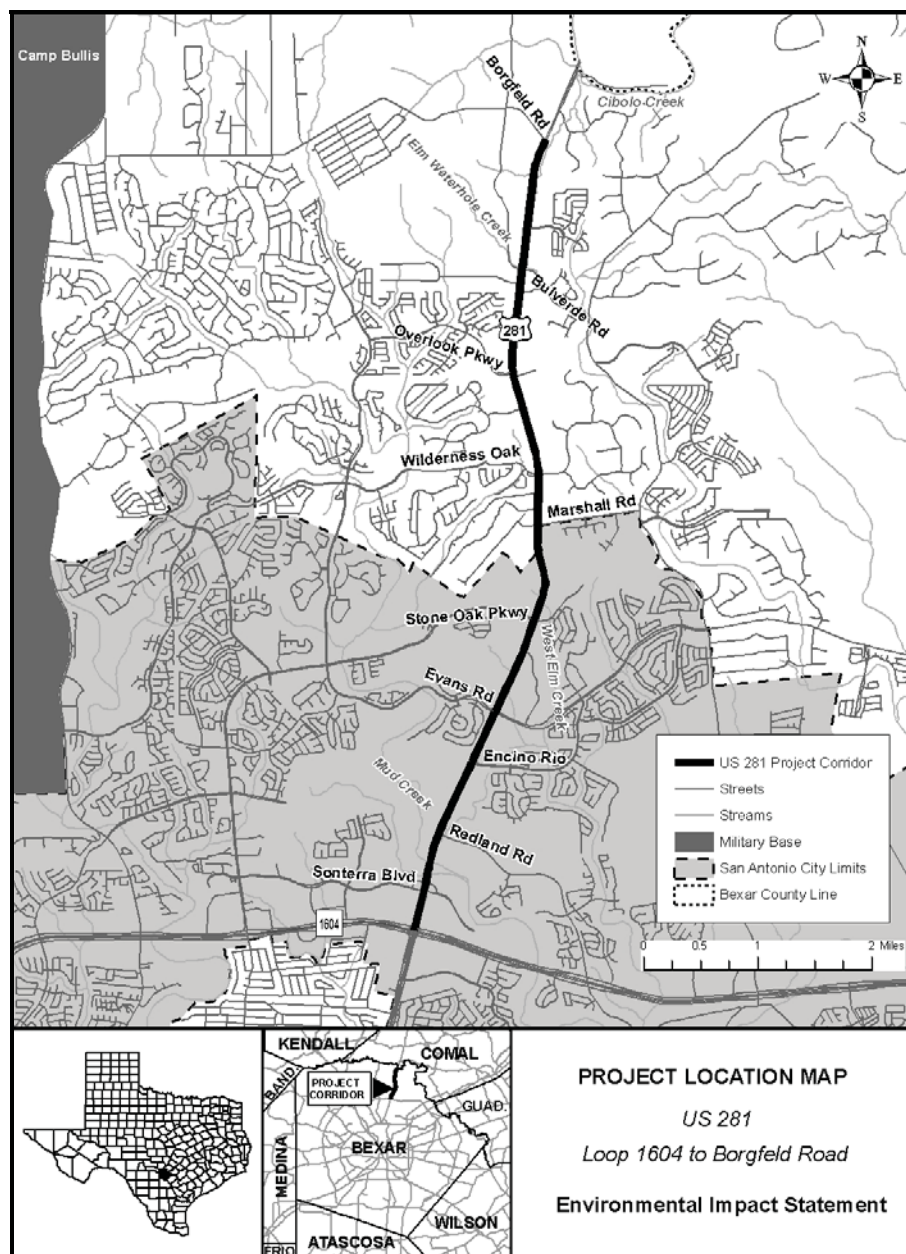


Figure 1 - Project Location Map

1.1. Meeting Purpose

The purpose of this meeting was to identify key project concerns and possible solutions, which could be used in the development of the need and purpose statement and determination of a preliminary range of alternatives; inform attendees of the next steps in the Environmental Impact Statement process; develop a record of public views and participation in this project, as required by the NEPA.

The meeting was held in an open house format from 5:30-8:00 p.m. Media representatives were invited at 4:00 p.m. for a preview of the open house. At the open house, the Environmental Impact Statement team and Alamo RMA representatives were available to answer questions and provide information.

An Agency Scoping Meeting was held the same day at 1:30 p.m. prior to the public meeting. All cooperating and participating agencies were invited to attend. Two representatives from Federal Highway Administration and four representatives from the Alamo RMA attended.

1.2. Outreach Methods

To ensure a wider audience was informed of the meeting, and in compliance with the National Environmental Policy Act, legal notices in English and Spanish were placed within daily newspapers within Bexar County. All notices and articles are included in **Appendix A**.

Here is a list of meeting announcements and media coverage:

- July 26, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 8E
- July 26, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 5-B
- August 16, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 7E
- August 16, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 4B
- August 23, 2009 – Advertisement (*in Spanish*) in *La Prensa*, Clasificados section, page 4-A
- August 23, 2009 – Article on the *San Antonio Express-News* website, “Agency ‘Aggressive’ on US 281 Environmental Review”
- August 26, 2009 – Advertisement in *San Antonio Current*, College Survival Guide edition, page 28
- August 27, 2009 – Segment on KSAT 12 News at 5:00 p.m.
- August 27, 2009 – Segment on KSAT 12 News at 6:00 p.m.
- August 27, 2009 – Segment on KSAT 12 News Night Beat
- August 27, 2009 – Segment on Noticias 41 A Las 10 (*in Spanish*)
- August 27, 2009 – Segment on News 4 San Antonio at 10:00 p.m.
- August 28, 2009 – Segment on Good Morning San Antonio at 5:00 a.m.
- September 3, 2009 – Article on the *San Antonio Express-News* website, “Skepticism Abounds on 281/1604 Plans”

The project newsletter was published in English and in Spanish and 38,920 copies were distributed both in hardcopy and electronically to adjacent property owners, transportation partners, media outlets, Community Advisory Committee members and other interested parties on August 7, 2009. The following zip codes within and surrounding the US 281 corridor were included in this mailing effort: 78258, 78259, 78260, and 78261. Letters (with a project newsletter) were mailed to local, state and federal elected officials on August 11, 2009 (see **Appendix A**).

The Alamo RMA managed the pre-, during and post-event media relations for this Public Scoping Meeting. A press release and Request for Coverage were sent to local media including weekly newspapers, social publications, the San Antonio News Bureau, television and AM/FM radio stations multiple times between August 25, 2009 and August 27, 2009. A copy of the press release, Request for Coverage, media kit, and media list is included in **Appendix A**.

1.3. Attendance

There were a total of 135 people who signed in for the Public Scoping Meeting including 127 individuals/residents from the surrounding community, 7 representatives from the media and 1 elected official. In

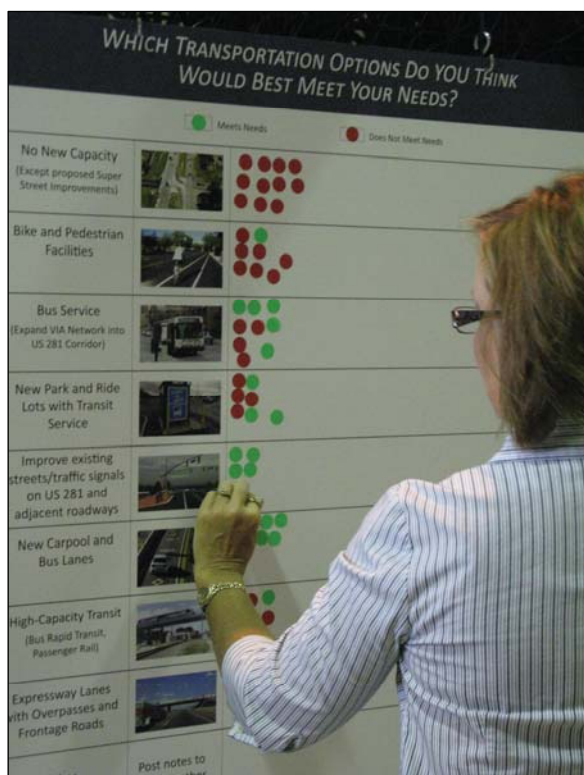
addition, there were nine representatives present from the Alamo RMA, including four Alamo RMA Board members. The Environmental Impact Statement team consisted of 35 consultants from Jacobs, Hicks & Company, Ecological Communication Corporation, Zara Environmental, SMITH/Associates, and Ximenes & Associates, Inc. The sign-in sheets are included in **Appendix B**.

2.0 MEETING FORMAT

The Public Scoping Meeting was conducted using a station-by-station approach without a formal presentation or formal agenda. Attendees were given an overview packet upon arrival outlining each station present at the open house. Copies of all meeting handouts are included in **Appendix C**. The open house was organized into seven stations: Each station had designated Environmental Impact Statement team members present to answer specific questions relating to the focus of that station as well as floating staff from the Environmental Impact Statement team and the Alamo RMA.

There were two continuously looping slide presentations. One was projected onto a large screen during the open house. This presentation introduced each of the seven stations and some of the key Environmental Impact Statement team members available for questions at each station. Another slide presentation displayed the changing landscape of the US 281 corridor via aerial photographs taken from 1973, 1985, 1992, 2001, and 2008. It also displayed maps depicting the population and employment density in 2005 and expected in 2035.

The informational displays located at each station, slide presentations and meeting hand-outs are included in **Appendix C** and photos from the meeting are included in **Appendix D**.



Here is description of each station at the open house:

Station 1 – Welcome – This station was an introductory station that provided project handouts, information on the open house format and how the informational displays were organized, an introduction to the project team members and the opportunities to provide input.

Station 2 – What is an Environmental Impact Statement? What is the National Environmental Policy Act? - This station described the National Environmental Policy Act; and the process, milestones and agencies involved in this Environmental Impact Statement. It also differentiated this project from other past or on-going projects along the US 281 corridor.

Station 3 – Does US 281 need to be improved? Why? [Interactive] – This station defined the draft need and purpose for the project. It depicted historic, current, and projected trends regarding growth in the corridor, safety, functionality, and quality of life. After reviewing these informational displays open house participants were given the opportunity to answer the question “Which needs should be addressed in the

US 281 corridor?” Participants indicated their preference by placing a green sticker next to the project needs in which they felt should be addressed and a red sticker next to those they did not feel needed to be addressed.

Table 1. Which needs should be addressed in the US 281 Corridor?

Project Needs	Agree (Green)	Disagree (Red)
Address Growth in the Corridor	20	0
Improve Safety within the Corridor	14	0
Improve Mobility Along the Corridor	18	0
Improve Accessibility Along the Corridor	13	2
Reduce Emissions Along US 281	8	2
Provide Alternative Modes of Travel Along the Corridor	10	4
Other Needs	1	0

There were a total of 92 stickers placed on this exhibit. Of the stickers placed in the “Agree” column approximately 24 percent indicated that growth should be addressed in the corridor followed by improving mobility and improving safety. Of the stickers placed in the “Disagree” column, 50 percent disagreed that providing alternative modes of travel along the corridor is a need that should be addressed along US 281.

Station 4 – What are the Alternatives? [Interactive] – This station described the steps involved in the alternatives development and screening process and visually depicted a preliminary range of alternatives. The meeting participants were asked to answer the question “Which transportation options do you think would best meet your needs?” Participants indicated their responses by placing a green sticker next to the options which they felt would meet their needs and a red sticker next to the options which they felt would not meet their needs.

Table 2. Which transportation options do you think would best meet your needs?

Transportation Options	Meets Needs (Green)	Does Not Meet Needs (Red)
No New Capacity	0	44
Bike and Pedestrian Facilities	7	24
Bus Service	22	14
New Park and Ride Lots with Transit Service	11	16
Improve existing streets/ traffic signals on US 281 and adjacent roadways	22	5
New Carpool and Bus Lanes	23	10
High-Capacity Transit	27	12
Expressway Lanes with Overpasses and Frontage Roads	50	0
Other Improvements	2	0

There were a total of 289 stickers placed on this informational board. Thirty percent of the stickers placed within the “Meets Needs” column indicated a preference for expressway lanes with overpasses and frontage roads followed by high-capacity transit and new carpool and bus lanes. The preference for alternative forms for transportation is also notable in the “Meets Needs” column including bus service (13 percent), new park and ride lots with transit service (7 percent) and bike and pedestrian facilities (4 percent). Of the stickers placed in the “Does Not Meet Needs” column 35 percent indicated that their needs would not be met by no new capacity along the corridor, followed by bike and pedestrian facilities and new park and ride lots with transit service.

Station 5 – What issues should be considered? [Interactive] – This station described several factors and/or resources which will be considered within the Environmental Impact Statement such as indirect and cumulative impacts, historic preservation, protection programs and enhancement opportunities, air quality, groundwater, and stormwater management. Maps of the project area were presented displaying the following factors and/or resources: karst zones and soil types, water resources, community facilities,

and ecological issues. Development within the project corridor was depicted by an aerial image from 1973 compared to an aerial image from 2008 and the area in which indirect and cumulative impacts will be considered within the Environmental Impact Statement. After reviewing these exhibits and speaking with project team members, meeting participants were asked to answer the question “What factors influence land development?” by placing a green sticker next to the important factors which they felt influence development and a red sticker next to the less important factors which they felt influence development.

Table 3. What factors influence land development?

Factors	Important (Green)	Less Important (Red)
Transportation Infrastructure	14	3
Land Availability and Price	13	0
State of the Economy	7	1
Reputation of Local School Districts	10	3
Quality of Recreational & Other Public Facilities or Services	3	3
Scenic, Environmental Quality	8	1
Availability of Utility Infrastructure	12	0
Intangibles	3	2
Other Influences	0	0

There were a total of 83 stickers placed on this exhibit. Approximately seventeen percent of all the stickers indicated that transportation infrastructure is an important factor that influences land development followed by land availability and price and the availability of utility infrastructure.

Meeting participants were also asked to answer the question “Where are historic properties along US 281?” by placing a sticker over these locations on a current aerial image. No historic properties were identified by meeting participants.



Another aerial image was displayed labeled “Air Quality” and meeting participants were asked to answer the question “Where are sensitive receptors along US 281?” by placing a sticker next to these locations. Two hospitals and one retirement community were identified on this exhibit by meeting participants.

Station 6 – It’s your corridor! [Interactive] – This station displayed large aerial maps of the project corridor rolled out onto tables. Meeting participants were asked to identify where they live, where they work and what locations they felt were opportunities for improvement along the US 281 corridor. Comment cards were available to record site-specific comments by placing a numbered sticker next to a specific location and filling out a numbered comment card.

**Table 4. It's your corridor!
Where do you live and work?
Which locations along the corridor do you feel need improvement?**

Home	
Overall West of US 281	8
Overall East of US 281	15
South of Loop 1604	7
Between Loop 1604 and Encino Rio	4
Between Encino Rio and Stone Oak Pkwy.	4
Between Stone Oak Blvd. and Mountain Lodge	3
Between Mountain Lodge and Bulverde Road	4
Between Bulverde Road and Comal County Line	0
Comal County	1
Work	
South of Loop 1604	3
US 281 at Evans Road	1
Stone Oak Pkwy.	1
Comments Indicating Areas which Need Improvement	
US 281 and Loop 1604	3
Between Sonterra Blvd. and Redland Road	2
Between Encino Rio and Evans Road	6
Between Mountain Lodge and Stone Oak Pkwy.	1

Overall, there were 40 stickers placed on the map. Twenty-three meeting participants indicated that they lived along the corridor and 5 meeting participants indicated that they worked along the corridor. Twelve stickers were placed in areas along the corridor which meeting participants felt needed improvement. All 12 site-specific comments were placed on the map between Stone Oak Parkway and Loop 1604, half of which were concentrated between Encino Rio and Evans Road.

Station 7 – What do you think? – This section had tables where people could sit down and write out comments or provide a comment verbally to a court reporter. Project newsletters in both English and Spanish were also available at this station. The newsletter is included in **Appendix C**. The comments are recorded in **Section 4** of this report and included in their original form in **Appendix F** and **Appendix G**.

3.0 PUBLIC COMMENTS

Comments received by September 8, 2009, as established in the legal notice for this Public Scoping Meeting, were included in this Meeting Report. Comments were submitted via email, fax, website submissions, US Postal Service mail, written comments submitted at the Public Scoping Meeting, or verbal comments left with the court reporter.

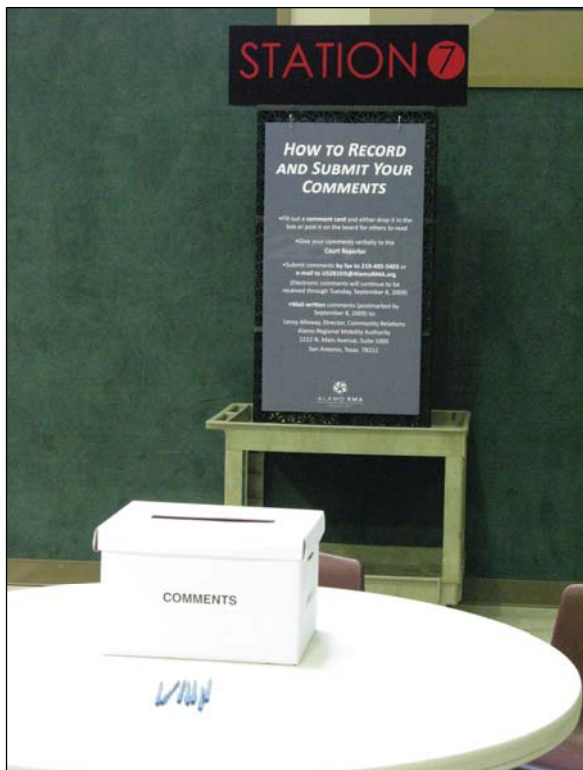
There are lots of different avenues to make comments at the meeting. These included (1) filling out a comment card and dropping it into the comment box or posting it on a board so others could read it; (2) giving comments verbally to a court reporter; (3) submitting comments by fax and/or email; and (4) mailing written comments to the Alamo RMA. All comments are recorded in **Section 4** of this report and a master comment listing, in alphabetical order by commenter, is included in **Appendix E**. All comments are included, in original form, in **Appendix F** and **Appendix G**.

3.1. Comments Received by the Alamo RMA from Elected/ Local Officials

There were no verbal or written comments received from elected/local officials.

3.2. Comments Received by the Alamo RMA from the Public

One hundred and eighty nine comments were received during the public comment period. The majority of the comments were centered on issues relating to how the improvements would be funded; questions and comments about the Environmental Impact Statement process including alternative transportation options, resources which will be addressed, length of time required to complete and the reason why such a detailed level of environmental review is required; and questions regarding what happened to a previous plan for US 281 improvements.



Written: One hundred and fifty-eight written comments were received during the public comment period from July 26 through September 8, 2009. The comments were comprised of 44 comment cards, 82 emails, the bottom portion of 10 meeting evaluation forms, 19 website submissions, 2 mailed comments and one faxed comment. Twenty-four written comments were submitted prior to the Public Scoping Meeting, 76 comments were received at the open house and 58 were provided during the 10-day comment period after the meeting. Comments submitted more than once were only counted as one comment. **Section 4** provides a record of the written comments received and **Appendix F** includes a copy all written comments in original form.

Verbal Comments: Attendees were able to utilize a court reporter to leave verbal comments as part of the meeting record. The court reporter was present from the start of the meeting until the conclusion of the Public Scoping Meeting. There were 31 verbal comments recorded by the court reporter during public scoping meeting. In seven cases the attendee requested that the court reporter transcribe a comment which they had written on a comment card. The table in **Section 4** of this report provides a record of the

verbal comments received. **Appendix G** includes a certified copy of the court report transcript and seven comment cards.

3.3. Meeting Evaluations Received by the Alamo RMA

Attendees were given the opportunity to fill out a meeting evaluation. The results have been compiled in the table below. There were 22 meeting evaluations received at the meeting. The bottom section of this form provided space for additional comments, 10 of the 22 evaluation forms included a comment. The meeting evaluation forms are included in **Appendix F**.

Table 5. Meeting Evaluation Form Results

Meeting Evaluation Questions:*	Not Helpful		Somewhat Helpful		Very Helpful
	1	2	3	4	5
1. How would you rate the information on the displays and exhibits?	0	3	3	8	7
2. How would you rate the information provided by the staff?	1	6	2	3	9

Meeting Evaluation Questions:*	Did Not Like 1	2	Somewhat Liked 3	4	Liked Very Much 5
3. How would you rate the "Open House" format for the meeting?	5	0	0	5	10
4. How would you rate the location for the meeting?	0	1	6	2	11
5. How did you hear about the meeting?					
	411on281.com			1	
	TexasTurf.org			1	
	San Antonio Express			6	
	Sign on Corridor			3	
	Church Bulletin			6	
	Word of Mouth			2	
	Email from MPO			1	
	Professional Org (PEPP)			1	
	Letter/Mailing			2	
6. Which language do you prefer to receive project information?					
	English			21	
	Spanish			0	

*Note: Not all questions were answered on all 22 forms.

3.4. Summary of Major Comments/ Issues Addressed

The questions and comments demonstrated support for improvements along US 281 to relieve congestion as soon as possible, while also expressing concern over how these improvements would be funded. Eighty-nine comments representing forty-seven percent of the total comments received were opposed to tolling the US 281 corridor. Many comments provided ideas for the range of alternatives to be considered within the Environmental Impact Statement. The issues, topics and questions raised in these comments were grouped into general comment and response categories which are included in **Section 4.0**.

3.5. Recommendation

These comments will be used during the Environmental Impact Statement process, especially in the alternative development and screening process, for the revision of the Draft Coordination Plan, planning the next Public Scoping Meeting and later to identify funding sources for each Reasonable Alternative. There will be more public meetings throughout the process to ensure the public is involved.

Here are some specific examples of how public comments have been used to make decisions within the Environmental Impact Statement process since this Public Scoping Meeting:

- (1) To develop 16 project objectives
- (2) Camp Bullis was added to the list of Participating Agencies in the US 281 Draft Coordination Plan
- (3) The Overpass Option and an elevated expressway option were added to the alternatives being considered for US 281
- (4) All highway improvements alternatives considered within the Draft Environmental Impact Statement will be analyzed for tolled and non-tolled effects

4.0 RECORD OF COMMENTS RECEIVED BY THE ALAMO RMA

The table below includes a record of each comment received during the public comment period from July 26, 2009 through September 8, 2009 broken down by the method the comment was received. A master comment listing is included in **Appendix E**. It includes all comments received, in alphabetical order by commenter, as well as the corresponding reference number and response number. Scanned images of each written comment are included in **Appendix F** and the court reporter transcript of verbal comments is included in **Appendix G**. If a comment was submitted more than once, it was only counted as one comment and it is only presented once in this table. One comment author requested that her comment not be published in the official record; this comment was not included in the table below. A list of general comments and responses were prepared for questions and concerns that were raised more than once. A specific response was prepared for questions and concerns which were only raised by one comment. A general or specific response was assigned to each comment recorded in the table. All comments responses are included in **Section 5**.

Table 6. Comment and Response Record

Reference #	Comment	Comment Received	Response Number
1	Time of environmental impact study is too long. Super Streets are best option for now. Government stimulus package? No tolls. Must do things now for San Antonio is continuing to expand to the north!	Comment Card	1, 4, 12
2	In my opinion, the current traffic/congestion conditions on US HWY 281 N are totally unacceptable. These conditions adversely impact the environment (air and water quality primarily), public safety (accidents), and quality of life for local residents and travelers alike. Much could be done to improve these conditions with a simple re-timing of the traffic lights along this corridor, giving increased priority to 281 through traffic. The "super street" concept may also be beneficial. However, the ultimate solution, in my opinion, would be the original proposal for overpasses and access roads comprising a limited access freeway on 281 N or Loop 1604 - somewhat similar to 281 S of 1604. We do not need increased through way capacity. We do not need a 12-16 lane toll road. Four freeway lanes (2 N bound, 2 S bound) with 2/1/0 access road lanes (both S and N bound) will be adequate and will minimize environmental impact. The number of access road lanes would vary depending upon local traffic access requirements -- some sections would need 2 lanes, other may need 0. Over/under passes necessary at Evans Rd., Stone Oak Pkwy, Wilderness Oak (Summerglen Way), and Bulverde/Borgfeld Rd.	Comment Card	18, 4, 2, 5
3	Stop fooling around and build the road. Too much time and gasoline burned every day that the project is delayed.	Comment Card	1
4	Toll roads are NOT feasible in today's economy. Using paid for right of ways to build toll roads and charge money for roadways and right of ways already paid for is absurd -- go back to the original plan for overpasses that money is allocated for and solve the congestion problem on HWY 281 north.	Comment Card	12, 19,
5	Pushing the environmental aspect of this whole process is, in my opinion, the most important tool to get people to listen!	Comment Card	Comment Noted and Considered

Reference #	Comment	Comment Received	Response Number
6	I do not trust ARMA. They broke my beliefs in the objectives for which I voted authority to them. ARMA approached our 281 problems on their own. Now they want to tell us they want our/my input. Widen and build overpasses improve traffic flow with synchronized lights. If I ever have the chance to vote to rescind this organization, I will -- dead head it.	Comment Card	11, 5, 4
7	Construct privately financed for profit toll roads at no cost to the tax payer. Lease out medians to the private road firm. This option will reduce congestion at no cost to the taxpayer.	Comment Card	12
8	1) Future problem solving would be to build overpasses beyond 1604 on 281 heading north. That would keep traffic moving along the 281 corridor. 2) Future subdivision planning should include dedicated land BY THE BUILDER for schools, parks, fire stations, police, and make sure there is enough water and electricity to sustain the development -- this planning should include ingress and egress. 3) Alternative for now -- express busses along 281 to downtown San Antonio.	Comment Card	2, 5, 12
9	Because I've not completely studied the proposed plans, I'm going to make my comments on perception: 1) How much will the "super" street cost? 2) What money will remain after the "super" street is constructed? 3) What are the overall dollars available for this project - temporary and permanent? 4) Will the "3rd" lane be extended during the "super" street construction? (the "3rd lane ends after the Sonterra/281 exit) 5) How will traffic be controlled during the construction of the "super" street? 6) Is it correct that an overpass project is set to begin at 1604/281?	Comment Card	4, 14
10	Environment must be FIRST PRIORITY. Too much emissions will give bad breathing clean air. What is going to happen to all the natural insects and animals that are part of our world. Already people suffer due to poor air. We MUST - MUST protect our water resources and our trees and plants. I DO NOT WANT A TOLL - ROAD - PLEASE DO THE OVERPASSES OR DO the Double deck freeway like in Austin, Texas. Please: NO SUPER STREETS.	Comment Card	5, 8, 12, 4
11	I don't believe a EIS study needs to be done to install overpasses. \$7M for another study could probably pay for the overpasses. The city should charge developers a fee for road improvements in the area. The pollution caused by all the cars sitting in traffic needs to stop now.	Comment Card	1, 2, 12, 8
12	I strongly support toll roads. The days of expecting gov't \$\$ and local tax \$\$ to cover all transportation expenses are over given the excessive demands for both in today's economy/U.S.	Comment Card	12
13	Keep politics and developers OUT OF PLANNING. PLAN BASED ON BEST FACTS AVAILABLE.	Comment Card	Comment Noted and Considered
14	At this time, I believe I would like to see the 281N extension consist of a similar roadway design to the depressed section of 281 roadway which exists S of Loop 1604 with overhead bridges at major cross roads, U-turn roads on both sides of each cross road bridge and local traffic lanes parallel to 281 along both N and S sides.	Comment Card	Comment Noted and Considered

Reference #	Comment	Comment Received	Response Number
15	I believe that the traffic study is biased. I travel that stretch of the road every day and never go 40 mph between S of 1604 and Encino Rio unless I am early or late. Please repeat the study and measure speed at distinct intervals: 7am 7:15 7:30 etc. until 9am 4pm 4:15 4:30 4:45 5:00 etc. until 7pm. Then you can see when traffic builds and how slow it gets in the peak hour.	Comment Card	21
16	I absolutely refuse to go to anything north of 1604 during the week. For this area to develop, we have to have relief or the businesses will start failing and home values will drop. Folks north of 1604 along 281 are slowly losing their quality of life.	Comment Card	22
17	As I travel the 281 corridor I am hopeful that there will a toll way or some way to alleviate the congestion that seems to be getting increasingly worse. Not only is it an inconvenience but also seems very dangerous.	Comment Card	22, 12
18	Wasting my money build the road now and don't ask of any more money -- stop this nonsense	Comment Card	Comment Noted and Considered
19	281 N. of Loop 1604 does not need to be completely replaced in its entirety. It should be revamped. Installation of overpasses would eliminate traffic lights which are the main cause of traffic stoppage. There would not be any need for additional lane for quite sometime. This turnaround w/access roads is worthless without overpasses. You still have to stop.	Comment Card	2, 5, 4
20	The US 281 North improvements should be non tolled solution only.	Comment Card	12
21	I believe that not proceeding with both the super street and the interchange would be a major set back to the growth and development of our city. These presentations do an excellent job of getting the facts out in plain site for people to see. Keep up the good work.	Comment Card	4, 14
22	I don't understand the need for a EIS assessment with all the other EA's being done. Law suits and toll rd vs. non toll rd has a lot to do with it. Just widening the road corridor by 1 or 2 lanes each way would be approved using a CE on any other road in TX. Overpasses at intersections and 6-8 lane expansion would be best option.	Comment Card	1, 5
23	A non-tolled 281 with overpasses is the most efficient and appreciated for US 281 travelers - residents or through traffic. This is the long standing preference of the residents and incoming traffic. Tolls are a double taxation - never go away - not representative of the people and discriminate against the low income.	Comment Card	2, 7, 12
24	I oppose the Toll 'solution' - as it creates the need for additional lanes. This US Highway should remain a FREEWAY, a much less expensive solution to peak hour congestion!	Comment Card	12
25	Please hurry up and build this!!	Comment Card	1
26	Traffic is horrific. 1000's of hours lost to congestion. Businesses suffer from lack of access due to congestion. The 281 Corridor needs more capacity. Traffic extends all the way from Blanco. If no other funding sources are identified, tolling can provide the needed funds.	Comment Card	22

Reference #	Comment	Comment Received	Response Number
27	A toll road is not needed - you all need to get out of picture! A standard free way configuration can do just fine and carry all the traffic necessary. Some type of transit should be considered - not tolled for people to get to the area to work. I am not including my name because I'm a consulting civil engineer (both a P.E. and RPLS) and have worked in both the private and public sectors. I have over 40 yrs experience within Bexar County!	Comment Card	12, 5
28	No toll on 281. Build the originally planned overpasses and expanded highway.	Comment Card	12, 2
29	Main Suggestion: 1 - Widen to the size 281 has when it reaches 1604. 2 - Add an access road. 3 - Put in overpasses and eliminate traffic lights. In order to accomplish this, make the land developers pay for this construction -- so much (\$1000 → \$5000) per unit they build. 4 - With the elimination of the traffic lights (1) Traffic will flow more smoothly there would be less "bunching" up so less tendency for traffic accidents (2) Air quality will improve (no emissions from vehicles idling at the stop light). (3) And a major benefit will be drivers who arrive at their destination calmer, cooler under the collar, and happy to have experienced a more pleasurable ride! Thanx for your efforts. I hope I'll still be alive when the "281 Project" is completed!!! (I'm sorry they didn't do all this is 1990 when they completed the Bitters to 1604 corridor -- it certainly would have been less expensive!)	Comment Card	5, 12
30	I would like to see an ES rather than an EIS done on the northern part of the corridor while you are doing it for the interchanges. I feel that overpasses and expansions would be quicker and less costly than toll roads. The only reason you can't perform an ES on the northern portion is that you are determined to make it a toll road, regardless of what anybody says. This is unfair to the people who travel this road on a daily basis. I also would like to see the Alamo RMA abolished.	Comment Card	23, 2, 12
31	Any bus service alternative should go beyond the 281 corridor itself to serve the ever growing neighborhoods being built in both sides of it. This consideration would also apply to any high capacity transit option to be explored. The absolute lack of public transportation north of 1604 imposes the use of vehicles in many cases being more than 2 per home. Obviously, it will only keep growing resulting in an increase of the already unbearable congestion. A carpool lane should be considered as an additional lane, not instead of one already available. It may be worth exploring an expansion of Bulverde Road, Borgfeld Dr. and Blanco Rd. Although it would probably be an expensive concept, such expansion would be like a "mini loop" surrounding the 281 corridor, and assuming the federal funded ramps connecting 1604 to 281 are indeed built, it may take away from the corridor a significant amount of people living in the surrounding areas. ***Map drawn on back***	Comment Card	5
32	Would prefer for it to be FREE Like all the other roads in San Antonio. Want a promised sound barrier wall and noise reducing road materials that TxDOT promised 2 yrs. ago.	Comment Card	12, 9
33	I think the suggestion of VIA buses further down 281 would be a great idea. I am afraid to drive but I would take the bus downtown and to other destinations. I also think the overpasses are the best solution of all. The superhighway idea, if that is the only thing we can do, will be of some help.	Comment Card	5, 2, 4

Reference #	Comment	Comment Received	Response Number
34	Need to close median on east side of Evans that Walgreen's has access too many accidents have occurred here and traffic WB queues 90 percent of the time beyond this point.	Comment Card	5
35	Will 281 @ 1604 intersections find any alleviation in traffic congestion	Comment Card	14
36	I think that overpasses should be put in. These improvements were already paid for.	Comment Card	2, 12
37	1. The Evans/281 intersection is now very dangerous and a mess. It can take (often) 4 traffic lights before you can turn left from 281 N onto Evans (W) to go to HEB. Plus, it can be very difficult to cross the lanes of traffic from turning right onto 281 at Encino Rio to get into the left turn lane at Evans. 2. Coming on Evans (from E) to cross 281 to go to HEB also takes several lights because the light is so short.	Comment Card	5
38	A sound study should be done. After trees were removed the noise increased considerably in my back yard. When 20+ lanes are installed the noise will undoubtedly increase. Recommend sound barriers be installed for all residents along this corridor.	Comment Card	9, 5
39	Redland Rd @ 281 -- Please do not remove the entrance/exit at this location. There is no stop sign, but there is a merge lane onto 281 and a turn lane onto Redland Rd. This beats the way the entrance/exit was set up before.	Comment Card	5
40	When Wilderness Oak is completed, a large number of people will use that road to get to Blanco. 1) Will there be a new stoplight at W.O. and 281? 2) When will the final segment (b/t Canyon Golf and Mountain Lodge Rd be complete?	Comment Card	Specific Response See Section 5.2
41	How is the additional traffic from Tesoro going to flow into 281? Redland Road is already a very dangerous intersection and it is not clear to me how it can handle thousands of additional cars at rush hour.	Comment Card	5
42	Realtor -- drive 200 miles or more per day title companies homes and office in this area coming from Converse, TX Loop 1604 and FM 78. Why isn't economic effects such as \$32 a day for possible tolls discussed today? Environment needs more lanes and expansion had \$325 million toll FREE ONLY!	Comment Card	12
43	I don't understand why we have so many delays in getting 281 fixed. We have heard for years every reason in the book. I see 410, IH10, 1604, Bandera and many other roads fixed. What will it take? I am just a working mother that wait 3 1/2 hours or more traveling 281 a day. That is important time away from my family.	Comment Card	1
44	Coming off Sonterra onto 281 N is extremely dangerous in non rush hour traffic because you have to go from a dead stop at the bottom of the ramp onto the access road ramp where traffic is dense and going 50 mph. There is no merge lane even though there is plenty of room to build one. This needs to be built ASAP. It's not a problem in rush hour because nobody is moving and people let you in.	Comment Card	5

Reference #	Comment	Comment Received	Response Number
45	I oppose the toll solution to congestion on US Highway 281	Meeting Evaluation Form	12
46	Free Highway expansion. Bus lane/high commuter and bus stops good ideas! Need funding and economics included!	Meeting Evaluation Form	12, 5
47	THANK YOU!	Meeting Evaluation Form	Comment Noted and Considered
48	FREE Highway expansion.	Meeting Evaluation Form	12
49	I found the open house very informative.	Meeting Evaluation Form	Comment Noted and Considered
50	EXPENSIVE saves effort -- wasted on those who knew the cost of tolled roads.	Meeting Evaluation Form	12
51	This is expensive, unnecessary [expletive]!!! You don't care what we think. You are going to force toll road on us whether we like it or not.	Meeting Evaluation Form	10, 12
52	This was very helpful to our understanding of the problem of highway crowding and long lines of cars. I would like to see a plan developed for building overpasses across the roads north of 1604. Traffic lights hinder the (<i>illegible</i>) of traffic.	Meeting Evaluation Form	2, 4, 5
53	Don't really trust information on "paid" people to say what they are told to say - I really don't understand how our elected officials could let this whole mess happen -- the money was there and we were "robbed" of highway and now we are wasting time and money on all of this explaining the situation we shouldn't ever be in -- TxDOT -- Rick Perry and others were looking out for themselves not the people they are suppose to take care of and do the right thing -- This would be good information if we had the roads and were looking into the future -- not "fixing" the past and try to be ready for the future -- feels like just another way of stalling instead of doing the right and just thing -- The powers to be are going to do what they want any way -- the public has hollered and spoke out and no one listens.	Meeting Evaluation Form	10, 12, 1
54	I cannot recall how the other meetings are going to be conducted, but I hope we will be able to submit our questions so weren't not talking all over each other. The desire to improve existing streets/traffic lights of course they need to be improved, but at what priority when compared to the other options.	Meeting Evaluation Form	10, 4, 5

Reference #	Comment	Comment Received	Response Number
55	My biggest beef about having to wait for a new EIS is that I feel that wildlife needs are being put ahead of human needs. Why are we worried about the impact on life in the aquifer and not about the air pollution that we humans (and my kids with asthma) have to suffer from all the daily congestion??? I'm sure all the congestion significantly affects air quality and our lung quality!! And also the long commute due to waiting at stoplights for hours seriously affects the quality of life of families who have to wait unnecessary and unreasonably long commute times for working parents to return home to their young children. This is insane! The overpasses and ramps need to be built asap and not worry about the affect on wildlife but worry about how NOT doing it seriously affects us PEOPLE.	Website	5, 8, 2, 4
56	I was at a meeting two years ago in regards to the placement of a sound barrier along 281. The residents on Wild Springs were polled, and an acknowledgement letter sent indicating the approval of such a sound barrier. Where is the above sound barrier? I expect the construction of said sound to begin in the very near future.	Website	9
57	Emergency vehicle traffic has increased on Hwy 281 due to the location of Fire/EMS located on Evans Rd. and the location of the new Hospitals in the immediate area. Sound barrier walls should be located on both Evans Rd. and along Hwy 281 adjacent to Big Springs housing. Road elevation should be lowered as it transits past Big Springs in order to further reduce traffic noise pollution. Prevailing winds from the South East, East and South tend to further amplify traffic noise and air pollution on adjacent homes in Big Springs. The full EIS must address the noise and air pollution generated by the increased traffic flow on hwy 281 as it pertains to the housing located along Wild Springs Dr. which parallels Hwy 281.	Website	5, 8, 9
58	Two years ago TxDOT promised a sound barrier wall and noise reducing pavement along Hwy 281. Please get the following done soonest: 1) An adequate sound barrier wall along 281 2) Noise reducing pavement on all elevated roadways. The road noise in our Big Spring community is often deafening, and I live two streets over. Both these promises made a few years ago will go along ways to truly making the neighborhoods along 281 much more livable.	Website	9
59	I strongly support the construction of connector ramps at 281 and 1604. From an environmental perspective, the area is already highly developed, so additional structures will have little impact on water or plant and animal life. The reduction in congestion provided by the new ramps should significantly reduce air pollution from vehicles idling for long periods of time at that intersection. It will also reduce fuel consumption and improve the quality of life for commuters in the area who can spend their time doing more productive things than sitting in traffic. I avoid that intersection if at all possible. I look forward to seeing traffic move more freely in the area.	Website	14
60	Build US 281 as soon as possible and toll if you must.	Website	3

Reference #	Comment	Comment Received	Response Number
61	This entire section of 281 is an unbelievable nightmare every commute morning and afternoon. Thousands of cars, inching along, frustrating the residents and creating SIGNIFICANT pollution (if ever there was an environmental impact this is it) is an everyday occurrence - twice a day. I am sick and tired of people who don't have to personally experience this, grouse about proposals to remedy this shameful situation. You have my complete support on this project, to include toll roads, or any other remedy that is offered. The current situation is the result of failed policy, failed politics and failed planning. No matter what is chosen it could only improve the current awful situation, as I can't imagine it being worse.	Website	Comment Noted and Considered
62	I am in favor of using stimulus money to improve the horrible traffic conditions at US 281 and 1604.	Website	14
63	Please consider redoing the interchange at 1604 and 281 when forming your budget and planning. It is dangerous and causes cars to sit and pollute.	Website	14
64	The area where the structures are proposed is already highly developed and the new structures would have minimal impact on the environment. Reduced congestion would help reduce air pollution from cars sitting in the intersection. Additionally, improved throughput from 1604 to 281 (and vice versa) would improve access to downtown businesses and decrease propensity of drivers to utilize side streets/neighborhoods as thoroughfares, thus improving neighborhood safety.	Website	14, 5, 22
65	This NEEDS to happen! The areas were already highly developed and the new structures would have minimal impact on the environment. Reduced congestion would help reduce air pollution from cars sitting in the intersection.	Website	5
66	I live in Stone Oak & fight the unacceptable congestion on 281 daily. I believe that the addition of traffic lanes (either tolled or non-tolled) are the preferred solution & that they will not have a negative impact on the environment. In fact the additional lanes will enhance the environment by limiting the exhaust pollution from idling autos. I find the current conditions to have a negative impact on my family's quality of life & the value of my & my neighbor's properties. Fix the problem, please.	Website	5
67	The 281 corridor project is vitally needed. With proper handling of runoff, it can be built and provide less impact on water quality than it does today. Certainly, reduced congestion will mean improved air quality. The transportation improvements will have a positive impact on quality of life because users will spend significantly less time on the road.	Website	5
68	Please use stimulus funds to eliminate the traffic mess at 1604 and 281. Current usage and structure cause significant pollution and energy waste.	Website	14

Reference #	Comment	Comment Received	Response Number
69	On behalf of The Greater San Antonio Chamber of Commerce: Over the past several years, The Chamber has been looking to the future, understanding that since San Antonio's growth has been on the rise, infrastructure must be implemented now to meet the needs of tomorrow. When The Chamber identifies and considers issues, they are not taken lightly, and many voices are heard throughout a very thorough process. In considering issues such as the creation of the Alamo RMA, the Trans-Texas Corridor, and tolling, the Chamber's Transportation Committee scrutinized transportation funding and found tolling to be the ideal method of additional road capacity in this situation because of reduced funding from the state & federal governments and the safety and congestion issues caused by San Antonio's growth. The Chamber's position on this 281/1604 project has been vetted through members of our Transportation Committee, Public Affairs Steering Committee, Executive Committee and Board of Directors. The Chamber believes that these problems need to be solved as quickly as possible, and doing things the way we have always done them has left us in with a lack of capacity and sitting in a lot of traffic. Therefore, The Greater Chamber supports the construction of the planned tolled express lanes along the Loop 1604 corridor from SH 151 to IH 10 East and 281 North because the plans address the rising congestion levels in the greater San Antonio area, providing drivers an option to avoid sitting in traffic, relieving congestion decades earlier. We support the project and look forward to it being completed.	Website	Comment Noted and Considered
70	Over the past two-years our family has endured traffic congestion along US 281 silently. It has cost us endless hours of production time, reduced our quality of life, and repeatedly made us late to numerous appointments because traffic jams can pop up at anytime. It is high time that a new facility be built along this corridor. We realize there are many opponents to this needed improvement; but truthfully, we believe these organized opponents have an agenda that does not take into account the needs of the silent majority; a majority which endures day after day this horrific traffic mess along this vital traffic corridor. We need relief now! Please do not delay this project any further. Our quality of life depends on this toll road being built! Environmental Impacts?? How about all the smog caused by vehicles idling in traffic? Cumulative Impacts? What about how more and more people are detrimentally impacted every day this problem is not solved? The cumulative effect on the residents (silent majority) is significant! Please help us, the silent majority, get relief from the organized minority tyrants that decide for "US" everyday our fate. Please build this road now!	Website	22, 12, 5, 8, 17
71	While I am disappointed that TxDOT has misused funds previously set aside for 281, I am more disappointed that special interest groups have been able to delay progress on an area that desperately needs serious action. The current congestion in the area has very serious economic cost. I would prefer to see that overpasses are built; however as a resident of the area I would be willing to allow toll roads to be installed. I am a realist and understand that the state has a huge short fall between road needs and road funds. If a public project toll road was built, any revenue generated in the area should go only to maintain that toll and not be redistributed to other parts of San Antonio or Texas as a matter of equity. Again, I am sincerely frustrated by the amount of public time and money being wasted arguing emotionally versus working to implement a reasonable solution.	Website	12, 22, 2

Reference #	Comment	Comment Received	Response Number
72	I would like US 281 built as a freeway. I feel that a tolled US 281 will negatively impact me. For example, Financially as I use US 281 to earn a living as a salesman. Also, mentally. I will never come to the understand that a quasi government agency used our gas tax dollars to build a road and is now charging me a toll to drive on it.	Website	12, 19
73	AS A SENIOR CITIZEN LIVING ON A FIXED INCOME, A US 281 TOLL ROAD WOULD NEGATIVELY AFFECT ME BECAUSE I USE US 281 TO GO TO WORK 5 DAYS A WEEK. PLEASE KEEP US 281 A FREEWAY.	Website	12, 7
74	In general, I found the displays and information presented at the EIS open house interesting and useful. I enjoyed speaking with and exchanging ideas with the RMA personnel. I was disappointed that there was not better public participation, but I think that was largely due to the fact that the event was NOT well publicized in advance – the same was true for the 1604-281 interchange event, which I would have attended also, had I known about it beforehand. What was lacking at the open house was any mention of the RMA's current plans or thoughts on development of the 281 corridor, or even a good concrete presentation of the possible alternatives. However, given the RMA's previous predisposition toward the toll road solution, and the strong public opposition thereto, I believe I understand why this was not emphasized. The current situation of severe traffic congestion, unsafe conditions, and long travel delays on Highway 281 north of Loop 1604 needs to be remedied as soon as possible. TXDOT's supreme ineptitude in managing this project has resulted in a loss of public confidence, a squandering of our tax dollars, and – in some severe traffic accidents – serious injury and loss of life. Since Gov Perry seems to be oblivious of his transportation administration's ills, I believe the Legislature should act to restructure and redirect TXDOT in a more public service oriented manner. I hope that the RMA, as a local body, will be more receptive and responsive to the needs and desires of the local public. In my opinion, some improvement in conditions on 281 North could be achieved with a simple re-timing and coordination of the traffic signals from Borgfeld Drive down to Encino Rio, with greater priority given to the through traffic on Highway 281. I am not a traffic engineer, but I believe that with all the traffic data that has been gathered on this stretch of road, the mobility engineers should be able to devise a light timing scheme that would do a lot toward reducing delays for the southbound traffic during morning rush hours and for the northbound traffic in the evening. This could be achieved quickly and inexpensively, and would be environmentally neutral (or perhaps a slight improvement by reducing overall cumulative engine idling time). The proposed "Super Street" concept, assuming it works as advertised, should also be implemented as soon as possible, as a relatively quick and inexpensive interim improvement. However, a definitive solution to the current 281 corridor congestion problems will require more extensive roadwork. In my opinion, additional through traffic lanes on Highway 281 are NOT required. If existing traffic lights could be eliminated at the 7 intersections from Borgfeld down to Encino Rio, the current 2 lanes northbound and 2 lanes southbound should be able to accommodate existing or even increased traffic loads with minimal congestion. To eliminate these signals, 5 to 7 over- or underpasses should be constructed at selected intersections. I would recommend Bulverde Road, Wilderness Oak (Summerglen Way), Marshall Road, Stone Oak Parkway, Evans Road, and perhaps Redland Road as the best candidates for installation	Email	20, 5, 22, 18, 4, 2, 12, 3, 11

Reference #	Comment	Comment Received	Response Number
Continued from 74	of over/underpasses. These main feeder roads should have direct access to/from 281 both north- and southbound. Access to/from Highway 281 at Borgfeld Drive, Overlook Parkway, Sendero Verde, Encino Rio, and all other intervening side streets, driveways, commercial entrances, etc. would be re-routed to the main feeder roads along 1-, 2-, or 3-lane access/frontage roads (depending on local traffic demands) paralleling 281 on both sides. Essentially, 281 North outside Loop 1604 should be a limited access FREEway just like 281 North inside Loop 1604. From 6 up to 10 total traffic lanes would be required. With proper forethought and design, the existing 281 right-of-way might also accommodate a mass transit system (perhaps elevated over the median) or allow for possible future expansion in the number of through traffic lanes, if needed. I accomplished at a much lower cost (at least 50% less) than has been quoted for the massive toll road project (\$1.3+ Billion?), and with significantly LESS ENVIRONMENTAL IMPACT. I have spoken with many people (friends, neighbors, coworkers, church members, other 281 drivers, etc. – at least dozens, if not more than a hundred) regarding this project, and I have yet to encounter anyone from the general public who favors a toll road. I do not understand why TXDOT, the MPO, and the RMA continue to push the toll road solution in the face of overwhelming public opposition. I would also like to know what happened to the funding (~\$100 million) that TXDOT had available in 2003 to build overpasses, and additional funds (~\$112 million) available from the Texas Mobility Fund? If anyone from the RMA can provide insight on these questions, I would greatly appreciate hearing their explanations. I further do not understand why, given strong public opposition, any politician would support toll roads. Those who do so, and those who say they are in opposition but vote differently, will likely find themselves out of office at the next election.		
75	Nothing will be acceptable except for NON-tolling. Nothing is acceptable to me except for the original plan of overpasses and lane expansion. Overpasses are all over this city and we can't even get one. Interesting that the Dominion area did without any talk of tolling. I'm sick to death of the discrimination against people who live along the 281 corridor. This city annexed us to extort tax dollars but we can't even get what other areas of the city get. Also interesting that County Commissioner Rodriguez got any plans of tolling on the West side off the table.	Email	12, 2, 5
76	Regarding US 281---The problem is one of unrestrained growth allowed in the absence of meaningful planning by a City Council that never met a developer it didn't love. The solution is meaningful mass transit, at first by bus and then I hope, with trolleys or other light rail.	Email	5
77	Why so difficult to plan for roads in HUGE TEXAS when is so sample, that even a sixth grader will easily pinpoint the problem with traffic in US 281we don't need a TOLL ROAD or SUPER STREET the answer is OVERPASSES plain in sample, now I don't now the reasons or created interests from individuals, company's, politics or environmental issues but why expend millions in a band-aid that may help for a couple of years and than start allover again.	Email	5, 4, 2, 1

Reference #	Comment	Comment Received	Response Number
78	I'd like to add a comment for my vision for the 281 corridor from Loop 1604 to Borgfield Road. I would like to see interchange ramps developed around the US 281 and Loop 1604 intersection. During the past many years, I've seen a lot of traffic congestion around the 281 and 1604 intersection for people going to work and coming home. People coming out of Stone Oak Pkwy or further from the west who want to travel south along US 281 have to get onto the eastbound feeder and stop at the traffic lights at the intersection before turning south and looking for an on-ramp to the US 281 going south. I feel that having interchange ramps would relieve a lot of the traffic congestion at that intersection. Also, I would like to see the freeway for US 281 extended further north past the place where it intersects with Stone Oak Parkway; possibly all the way to Borgfeld Road. There seems to be enough room in the center grass area between the north and southbound lanes to keep them as feeder roads and put an elevated freeway in the center having on-ramps and off-ramps for Red Land Rd, Encino Rio, and Evans Rd. This should help relieve the congestion that happens from everyone having to stop at the traffic lights at Encino Rio and Evans Rd. This way, only those actually wanting to use those roads will have to stop at those lights.	Email	14, 22, 5,
79	The solution was pretty simple a few years ago, if TxDOT or ARMA had only acted. Add overpasses at the major intersections from 1604 to Borgfield and remove the stop lights and allow traffic to free flow. The traffic lights are the problem. Apparently the powers to be weren't interested in a good economical solution, just generating money for their pet projects. I've been to the public meetings, they're just dog and pony shows, and these will be no different.	Email	1, 2, 10
80	I LIVE IN ENCINO PARK AND HAVE SOME QUESTIONS. I WOULD LIKE TO KNOW HOW THE RICH PEOPLE THAT LIVE IN THE DOMION@ I-10 COULD GET AN OVERPASS AT THEIR EXIT TO I-10 SO QUICK AND EASY.I WOULD LIKE TO KNOW WHY IT TAKES SO MANY STUDIES TO GET SOMETHING DONE ABOUT 281. I ALSO WOULD LIKE TO KNOW WHY THE OVERPASSES WERE NEVER PUT IN (I UNDERSTAND AT ONE TIME THEY WERE IN THE BUDGET) WHEN ARE YOU GOING TO START TO DO SOMETHING ABOUT 281, THIS STUDY CRAP HAS BEEN GOING ON TO LONG.	Email	2, 1, 12
81	Eliminate all threats of toll roads on 281 and you will have overwhelming support from the residents of north Bexar County for improvements to 281. We are already paying a lion's share of the tax burden for highway construction and maintenance and we resent efforts to toll us for roads that we have funded for decades.	Email	12, 19
82	I moved to Bulverde six years ago. Since then I have witnessed substantial growth on the north side of San Antonio. Also since that time I have heard a tremendous amount of talk and only talk. I have been extremely disappointed in TxDOT and any and all governmental agencies etc who seemed to be involved in this issue. There has been incredible lack of foresight and planning of the infrastructure in this city, which I assume is a lack of real leadership. How many more meeting, studies do you need to finally act on something? The amount of money required to fix the problem continues to grow as time goes on.	Email	1, 22

Reference #	Comment	Comment Received	Response Number
83	<p>Living north of 1604 and west of 281, the congestion on that highway is of great concern. And I have several comments to make: 1. The turnaround lanes proposed to expedite movement on 281 will only move the backups from Evans and Stone Oak a bit farther along the highway - it won't eliminate the backups. What is needed at both interchanges are overpasses (moving Evans and Stone Oak over 281), and at the same time, either access road exits or ramps up to the overpasses must be built. Those two interchanges are the biggest bottlenecks in the city. 2. Then lights could to be eliminated at Encino Rio, Marshall, Overlook and Bulverde. Instead, have those turnaround lanes for those streets. Should the need to maintain lights at those exchanges then time the lights from Encino Rio north (Overlook south) so through traffic can have a shot at moving through the area without stopping. 3. The key are overpasses at Evans and Stone Oak. As long as cross traffic is allowed, requiring traffic lights, the situation will not improve. 4. Environmental questions about new lanes, ramps or overpasses are unfounded. Let me ask you one question - which is worse for the environment, overpasses or traffic stopped for a half hour, idling wasting fuel and polluting the air with the exhaust - not to mention frayed nerves of drivers? I'd say the latter is by far worse. As for the aquifer, rain runoff can be redirected into culverts and holding areas allowing it replenish the aquifer. 5. At 281 and 1604 and tiered ramped exchange is necessary. Local access must be maintained for business but a higher tier of ramps merging/moving traffic directly onto 1604 from all directions (and from 1604 to 281) will greatly increase traffic flow. The 281 and 410 exchange works well and could be an example of how to do it. 6. As for tolls. Forget it. Have you seen the toll roads in Austin and Houston? No one is on them. Millions of dollars for empty lanes. Toll roads will only add to the congestion and not just along 281 and 1604 but north/south roads like Stone Oak, Blanco and Bulverde. 7. If people know the construction is the wise decision and will eliminate congestion, they will tolerate the inconvenience. 8. I used to live in Cleveland, Ohio, and they incorporated express lanes which allows through traffic to continue moving with no local access. I don't believe there is enough extra land along 281 to do this. I wanted to mention it. Original city and county planner did not anticipate the growth north of the city and growth that will continue on Steubing land north of Sonterra. To say that's just the way it is shows a "blowing it off" attitude. The waste of money to put in turnaround lanes could be better used to build Evans and Stone Oak overpasses, ramps and better access lanes; and better traffic patterns at the other intersections and the new exchanges at 281 and 1604. The ultimate goal is to move traffic northbound with the least stopping. Traffic in rush hour will slow, but it doesn't need to back up. Backups from before Overlook all the way to Encino Rio is ridiculous - and northbound from before 1604 to Marshall is likewise insane. This is an issue for the residents and not outsiders, those who don't even live in the area nor drive 281, need to be heard as outside interests, but hold a minor role to actual residents. What say should I have on some construction project south of downtown? The sooner the congestion on 218 and the 281-1604 interchange issue is solved, the better for residents, businesses and visitors to our great city. Time to act is now. We all know the problem; additional study will provide nothing more than more upset people over the congestion which will only get worse while it being studied ad nauseam.</p>	Email	4, 2, 5, 14, 12, 1

Reference #	Comment	Comment Received	Response Number
84	I am very much against a Toll Road being built to eliminate the congestion on 281 North of 1604. A simpler solution would be to widen the road to accommodate the work traffic, (morning and evening rush hours), and having two way frontage roads on either side to accommodate local traffic. So that would give you 6 lanes of Freeway traffic and 4 lanes of Frontage roads, a total of 10 lanes. This is far better than Toll roads! Since our taxes have already paid for these roads it seems foolish to turn these over to a private company. With all the new businesses that have opened up and more on the way, we not only have to handle the traffic we have now but also what the future traffic will be when all the new businesses are open. Come on people, Let's start spending our money wisely and get the job done! Throwing Lots of money at a problem will not make it go away! It will just line the pockets of our leaders and big business, we must use our gray matter and come up with a viable solution.	Email	12, 5, 19
85	What is the average daily traffic volume on US 281 between 1604 and the Comal county line? What is the average daily traffic volume on US 281 between 1604 and Overlook Parkway? What is the average daily traffic volume on US 281 between 1604 and Marshall road? What is the average daily traffic volume on US 281 between 1604 and Stoneoak? What is the average daily traffic volume on US 281 between 1604 and Evans? What would be wrong with an elevated road cantilevered on pedestals located between the existing roadways from 1604 to the county line?	Email	Specific Response See Section 5.2
86	I have used 281 from Bulverde to SA since 1976: "Super road"(only right turn, then work your way to left to do a u turn) seems like it would help only when traffic is medium to light "rarely happens. Over passes at Borgfeld, Bulverde, Lookout Canyon, Marshall, Stone Oak , Evans, and EncinoRio are the real and expensive solutions.====My solution My opinion Government and Developers seem to make 10,000 home deals in private ---"you give me a good deal and you will get added property taxes" we both win but the residents and commuters get trashed. These new developments provide little or no help for enough schools, fire, access, and traffic flow, How redundant am I? I love my 30,000 new neighbors and welcome them to San Antonio, Local Government ===Developers===Tex Dot need to start acting like neighbors not oppressive Land Barons of old. What is the point of buying and living in a beautifully developed community, if you can't get to work or the store? Can you sense the bitterness?	Email	4, 2, 12, 22
87	Overpasses work, look around the city, they work. We Want the overpasses we were told we were going to get. Overpasses work. You have money to build roads all over town, the west side, Bandera road, Blanco. we want overpasses OVERPASSES WORK	Email	2, 12

Reference #	Comment	Comment Received	Response Number
88	Texans do not need nor desire tolls to finance improvements to existing roads. Adding tolls to existing freeways amounts do a double taxation. There is no justification for charging taxpayers to use a highway that has already had its right-of-way and existing infrastructure already paid for. Tolling US 281 will cause drivers to turn already congested neighborhood streets, such as Stone Oak Parkway, into highways as drivers seek alternative routes, thereby increasing the risk to the traveling public. Moreover, the National Transportation Safety Board, NTSB, recently concluded that toll roads, with the accompanying toll plazas, are more accident prone than traditional freeways! In an April 2006 report, the NTSB stated that backups caused by a toll booth contributed to a major accident in Illinois. "The board noted that traditional toll plazas...interrupt the flow of high-speed traffic and tend to increase the incidence of rear-end collisions," according to the NTSB report. Making US 281 a toll way would be the most expensive, most environmentally damaging, and most invasive option which is not in the public's overall best interest. My vote is to add overpasses and access roads within the already purchased right-of-way.	Email	Specific Response See Section 5.2
89	Traffic at all intersections of 281, particularly at 1604, is a nightmare and this problem cannot be ignored any longer. If a toll-road can decongest the traffic, then a toll-road must be built! With side roads, it would be possible for local travelers to by-pass the toll-road for short distances, but the longer-distance travelers would speed on their way without creating massive traffic jams daily. I support the construction of a toll-road!	Email	5
91	Discussions that will impact my community in the US 281 corridor. I'm not in favor of the Super Street Concept for our area for the following reasons. I worked Phoenix Az for several months and familiar with their Super Streets. Phoenix is a gridded city meaning there are multiple North, South, East and West parallel and perpendicular streets for traffic dispersion and diversion around the Super Street for many points of entry and exit. Thus the congestion dilemma solved during heavy traffic periods for Phoenix. Compared to our 281 North corridor with no parallel streets, the 281 Super Street would incur a congesting Super Long Left turning lane in both directions. This would then incur increase congestion by producing dangerous crossing lane traffic in the opposite direction. I do have a solution: My version of an old idea. The By Pass similar to those at the AirPort exchange to 410 and the 410 to Bandera Rd exchange. a. By Pass entire length from between Brook Hollow and Donnell North to between Marshall and Overlook Pkwy for thru traffic with: b. Direct access to 281 from 1604 East and West c. Direct access to 1604 from 281 North and South d. 281 North exit and South Bound Access would be between Marshall Rd and Wilderness Oak. The above solution would be in compliance with the FHWA by having entrance/exit ramps reduce North and South Bound congestion all key intersections. The many businesses and neighborhoods around the intersections would not be cut off completely from vehicular traffic without ramps and frontage roads. I realize that this solution is an idealized / perfect scenario solution and does not consider factors and regulations I'm not in a position to be aware of.	Email	4, 5

Reference #	Comment	Comment Received	Response Number
92	Please advise regarding the following alternative: 1. A Hybrid solution that involves both tolled and non-tolled freeway lanes along with the frontage lanes. 2. It would be a scaled down version of the I-10 corridor from Katy to Loop 610 in Houston. The result could be 3 non-tolled lanes each way with 2 tolled lanes in the middle. 4. The two tolled middle lanes could run one-way at all times depending on rush hour traffic (ie. South in the mornings and north in the afternoons; they could go north one way all day Sat and Sun and still be a major help). 5. This would provide a tolled revenue source now. 6. It would move traffic in the direction it needs to be moved at the most congested times. 7. Provides an option for those willing to pay to get where they need to get to when they absolutely need to get there. Still provides the same number of non-toll lanes that the toll critics are currently requesting. 9. As an added incentive to boost the use of the tolled lanes, why not allow toll road traffic to legally move at speeds of up to 20 mph higher than normally allowed (ie legally allow max speed at 85mph on the toll lanes rather than the customary 65 mph).	Email	5
93	Having experienced the traffic problems on 281 from 1604 to Barged Rd., I feel qualified to offer some observations. Aside from the EIS, everyone seems concerned about where the money will come from to make whatever improvements are necessary to alleviate the traffic congestion in this area. The two new monster retail developments on either side of 281 and Evans have dramatically increased the number of vehicles here. Since the developers of these malls have profited immensely from their projects, why hasn't the Alamo RMA required the developers to address the infrastructure (expand the roadways) to accommodate the increased traffic, at the developers' expense? This should have been a requirement BEFORE any new construction began, not as an afterthought. Now, it appears, this will become a problem for the taxpayer. Poor planning seems to be the norm for governing agencies in this part of the country. Assuming that the funding issues are resolved, the creation of an HOV (High Occupancy Vehicle) and Express Lane will help the traffic situation. This has worked well in other large urban areas with similar traffic issues. This is simply a 2-lane road that parallels 281, but open only to vehicles with two or more occupants at no charge, and would also be available to non-HOV vehicles on a toll basis. Non-HOV cars would be required to have a transponder that records their Express Lane usage and debits their credit card from pre-registered data. The flow of traffic is controlled by allowing only southbound vehicles during the AM rush hour, and then reversing the flow to only northbound traffic during the evening rush hour.	Email	12, 5
94	Has there been any consideration for the environmental impact on HWY 281 if the road construction is delayed another 3 years to conduct the EIS? What is the total cost of the mechanical wear and tear of traffic jammed vehicles, inefficiency in the work place due to lost time, pollution (e.g., gas and oil spills), car accidents due to the bumper-to-bumper grind, and the mental health (e.g., stress, aggravation) that one endures on a daily basis?	Email	5

Reference #	Comment	Comment Received	Response Number
95	I won't make the 8/27 meeting, but I would like to make 2 points. 1. On the Super Street, make 2 left turn-around lanes instead of 1. Take as much center median now to lessen expense later and provide for wide lanes. For the left turn around lanes, estimate liberally on the length, then add 50% more length. In the future, you do not want those waiting to do u-turn to get in the way of the through 281 traffic by bottlenecking it. 2. Take some congestion off 281 North by getting Gold Canyon all the way through to Encino Rio. 3. At Stone Oak Parkway east approaching 281, there has always been a drainage problem and there is an unnecessarily large dip there. Water collects on the south side of Stone Oak. Redo drainage from north side going under Stone Oak to south side and carry it out as far as the elevation requires to drain the water away. Then fill in the deep dip there to make flush with 281 level. I realize this may require some slight regrading of the asphalt along 281 also. 4. Lastly, at the 1604 east / 281 south intersection at Bill Millers, the barricades that were installed are good. I wish you could put a sign there stating "This is not a STOP; proceed and merge" Is there anyway to take out the remaining island there and make it where cars could squeeze by to get onto the 281 south access road?	Email	4, 5, 14
96	Well yea, overpasses only and the associated access road	Email	2
97	<p>We have growing concerns about the techniques being utilized by the RMA for its public meetings/hearings. An open house format does not comport with NEPA. An open house format does not allow the public a chance to hear a formal presentation all at one time, with the identical project information. The public has to read handouts, look at posters and project drawings spread around the room, and ask one-on-one questions of people from ARMA and the consulting firms in order to gain any understanding of the project. There is no official record of the questions and answers from the comments/concerns expressed in one-on-ones. For a public hearing, there is a comment and response report where you can read the agency's official response, but not with an open house. TxDOT in recent years has begun to use the open house so that those opposed to a project don't get to express their opposition during an open comment period at the end of a meeting where the audience hears these concerns and sometimes applauds and may cause some people to change their minds about a project. The open house format is a divide and conquer technique designed to silence those who may oppose the agency's preferred alternative. At the RMA's open house for the 281 superstreet, attendees were not even made aware that in order to have their comments appear on the official record, they had to go submit them to the stenographer. We had many folks tell us they didn't even know a stenographer was present. The open house format is not a proper format for public hearings and it must be stopped or it can and will be challenged.</p> <p>In a follow-up e-mail, the commenter wrote: I totally disagree, an "open" exchange of ideas is just that, OPEN, not having individuals give individual comments to a stenographer over in the corner. We've also learned from many years of experience that the highway lobby's preference is to come in, say "I want the toll road" and leave so as to avoid saying so in a room filled with their fellow taxpayers who will have to foot the bill for an unwanted toll road that will benefit their industry.</p>	Email	10

Reference #	Comment	Comment Received	Response Number
98	Building a new highway above the existing "highway" could be a viable solution. We would have the overpasses leaving the existing roads to become the "frontage" roads. Austin has IH35 freeway elevated above its frontage roads. Macalister freeway was built for the most part above ground with out frontage roads. A Super Street is a temporary fix. We will eventually need to have overpasses. Why not start with what we all know will be the solution?	Email	4, 2, 5
99	You may be getting these same comments from lots of citizens. The traffic problem on 281 from 1604 North seems obvious. Since there are no overpasses at Encino Rio, Evans Road, Stone Oak Parkway and the other roads with lights, this creates the problem. The solution for this, just like the solution inside 1604, is to get overpasses built. Instead of wasting our dollars and time on a study, you should instead start construction on the overpasses.	Email	2, 13
100	We live at 281 and Bulverde Road. It takes me 30 minutes to travel 5 miles and that is simply ridiculous. There is no question that we need some relief. I believe that the most logical and expeditious way to get relief is to build overpasses at the busiest intersections (Encino Rio, Evans, and Stone Oak). Something needs to get done and soon	Email	2, 4
101	Highway 281 doesn't need toll roads. All it needs are regular overpasses; they work well everywhere else in the city. Toll roads are so expensive and will take so long to build that they are illogical. When something so illogical is pushed so hard by politicians, there is graft involved. Who is getting the kickback for the toll roads?	Email	12, 2, 11
102	We do not need to turn 281 into a toll road. What happened to the 100 millions tax dollars put aside for the original overpass/expansion plans? There is no need for 16-20 lanes on 281. It is busy, but it is not that busy. The overpass and expansion lanes would be enough.	Email	12, 5
103	Thank you for requesting ideas regarding the 281 traffic situation. A large part of the problem seems to be the 3 traffic light outside 1604 at Encino Rio, Evans, and Stone Oak. Another problem is no highway connection between 281 and 1604. The following are some of our ideas: Idea #1 - Please consider making an HOV lane out 281. It should be similar to Houston's where it begins as close to downtown as possible and then has different entrance and exit points along the way. It should continue out around Borgfeld Rd. It can have some exits along the way. It should continue out to at least Overlook. This means there needs to be at least 2 people in the car to qualify to use it, and it flows toward downtown in the mornings and from downtown in the afternoons. Idea #2 - Please build an exit ramp like on Bandera Rd. It continues out a couple of lights. An exit ramp could continue from 1604 out past Evans and Stone Oak to Overlook. This would shoot cars out past the lights if they live past Stone Oak. Idea #3 - If the above ideas are not possible, please consider an overpass on 281 so that people can bypass the 3 problem lights that hold up traffic at Encino Rio, Evans, and Stone Oak.	Email	5, 2
104	No to the 281 toll road and any other toll roads, I vote yes to the original overpass/expansion plan. The original overpass/expansion plan better serves the needs of the community.	Email	12, 2, 5

Reference #	Comment	Comment Received	Response Number
105	<p>I am writing this to provide the RMA with my input on highway 281 upgrade/expansion:</p> <ul style="list-style-type: none"> - I live north of 1604, right off highway 281, so I and my family will be impacted by changes to highway 281. - I am strongly opposed to toll lanes on 281, for the following reasons: - the tolls will be perpetual, with motorists like me paying much, much more than the cost to upgrade and maintain 281. I strongly resent being a "cash cow" for other TxDOT expenditures in perpetuity. - the non-toll option could be done faster and for less cost - the non-toll option would have less impact on the environment (fewer lanes, no toll plazas, etc) <p>The majority of the citizens who use 281 are strongly opposed to tolling that highway. Why not let us vote on it? I request you reply to confirm you have received this input.</p>	Email	12, 5, 24
106	<p>I live in the Mountain Lodge sub-division and would like to add my comments to the information collection being done by the RMA. Knowing the toll road would take up much more land, cost more in construction, have more impact on the environmental surroundings and cost us in the long run in tolls for the rest of our lives living/working/going to school on 281 - WE DO NOT WANT A TOLL ROAD! We want the original plan that was supposed to be built in the first place - overpasses at all the lights. The money was there at one point and now it's gone - it's outrageous that this theft was allowed to happen and we don't want another crime to come in the form of a toll road. We want a "freeway" not a toll road!</p>	Email	12, 5
107	<p>WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! I am totally against toll roads in San Antonio (and anywhere in the state for that matter). I think paying for 281 expansions with tolls is discriminatory to the people who live in that area. These toll roads will not only affect their daily travel, but will also devalue their property values as no one will want to own a home where you have to pay daily to get back and forth to it!</p>	Email	12, 5, 6
108	<p>1. The state gas tax and governmental appropriations in or before 2000 had \$325 million plus more for these 10 lanes and exchanges from the Texas Legislature and MPO (Mobility Policy Organization?). That is available to build loops, exchanges and additional lanes from Loop 1604 up North US Highway 281. 2. These are to be FREE road built with only tax funds provided since before 2000. 3. Why has the continued delay been done of now 9 years? 4. Why is ONLY toll road source determined to pay for all these existing road improvements when the Texas Department of Transportation and State agencies have the funds to pay for these existing road improvements? 5. When will this be put to a vote by those paying for the roads the taxpayers if bonds are the only NON TOLLING source of funds? 6. Why do you hire when it is illegal for any Texas agency to use & pay for with tax funds Public Relations firms that tell us lies in our San Antonio Express Newspaper, other newspapers, radio and many media outlets? 7. When will you be held accountable to the taxpayers and tell the truth? 8. WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!</p>	Email	12, 1, 24, 25, 11, 5

Reference #	Comment	Comment Received	Response Number
109	PLEASE, YES I SAID PLEASE LISTEN TO THE PEOPLE. WE ARE TIRED OF BEING TOLD WHAT IS GOING TO HAPPEN TO US, THE 281 TOLL ROAD MUST NOT HAPPEN. WE DON'T WANT IT. QUIT LIEING TO US AND GIVE US THE OVER PASSES WE WERE PROMISED. AT SOME POINT PEOPLE NEED TO KEEP THEIR WORD.THINK OF OUR WANTS AND NEEDS, THE THINGS WE THE PEOPLE WANT. AT THE VERY LEAST PUT THIS TO A VOTE AND LET US BE HEARD. WE ARE TIRED OF CHOKING DOWN ALL THE THINGS THAT ARE BEING SHOVED DOWN OUR THROATS.	Email	12, 2, 24
110	No toll roads!	Email	12
111	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 5
112	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 5
113	Today is 8-27-09. There was a huge accident at the intersection of Bulverde Rd / 281 N. I do not know the cause of the accident but I believe that this and many more accidents will happen as a result of NO ACTION to fix the N281 problem. So much talk and NO ACTION!! I wish we would be told who is responsible? The governor? TxDOT? Local Politician's? The Environmental people? All of the above is what I think! I believe the Governor can push this along? But still being influenced by lobbyist pushing for toll roads? I moved up here in 1999 thinking a solution would come soon. And it seemed that way according to the newspaper articles. It's hard to believe it has been 10 years of talk. Just talk! Stuck in Traffic.	Email	22, 1
114	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! STICK TO THE ORIGINAL PLANS!!!! WE DO NOT NEED OR WANT TOLL ROADS IN SAN ANTONIO ---- EVER!!!! THE MONEY IS / WAS THERE FOR THE ORIGINAL PLAN!!!! NO TOLL ROADS!!!!!!	Email	12, 5
115	The Texas Deceptive Trade Practices Act (DTPA) was enacted to protect consumers from deceptive business practices. Pursuant to the act, consumers may be entitled to redress in cases involving false or misleading business practices, breaches of warranty, and general malfeasance on the part of companies and corporations. Perhaps the Texas Attorney General would help the citizens of San Antonio and surrounding areas persuade the RMA to use the already collected funds to improve the 281 North/1604 congestion. WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 11
116	No tolling of 281. I want the original plan of overpasses/expansion of lanes, which is much less costly and environmentally friendly than the toll version. There are overpasses all over San Antonio, yet we can't get any, which is inexcusable.	Email	12, 5, 2
117	WE DO NOT NEED A TOLL ROAD TO FIX THE PROBLEM ON 281. WE NEED THE OFFICIAL OVERPASS/EXPANSION PLAN. IT SHOULD HAVE ALREADY BEEN BUILT! WE DO NOT WANT 16 LANES!!	Email	12, 5

Reference #	Comment	Comment Received	Response Number
118	Between you guys and Obama, we are going to go broke because you can not keep taking our money away from us. This is not the democratic way of life we had envisioned by our forefathers. STOP this nonsense or we will get rid of you in the next election whether elected or appointed. Do you not smell the new wave hitting the country telling the administration we don't want what you have in store for us??????? Do you want this to get out of hand????	Email	12, 5
119	1) Air quality for the residents in Village on the Glen should be part of the environmental study. There are major health concerns regarding air quality for that entire neighborhood stemming from car emissions. The more lanes built at that point - the worse it will be for the health of the citizens in Village on the Glen. 2) The minimum amount of lanes required to keep traffic flowing should be used to minimize the negative effect on the Edwards Aquifer. 3) Tolls for one small portion of a free access highway is unconstitutional to the residents living in that area - especially when the funds for overpasses and interchange at 1604 that would have kept the traffic moving was approved by voters some years ago...where is accountability for the government entity that squandered, i.e., misdirected the funds that were approved by tax payers for this purpose? 5) A comprehensive environmental study is necessary that takes into account all immediate surrounding and adjacent areas of the 281 corridor. You cannot just look at the road portion and ignore the constant and steady paving over of land on both sides of 281 from 1604 north bound to the county line.	Email	8, 24, 5, 12, 14, 17
120	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 5
121	You can't fool me I was born in Chicago and I know all about the graft and corruption concerning toll roads. We citizens of Texas and the US have the right to travel without highway robbery stops. [expletive] we pay federal and state gasoline taxes already. Drop this money making scheme or we will vote you out of office!!! Don't test us, we are pissed off already!!!	Email	12
122	We don't need and we don't want toll roads on highway 281. Those of us who live along 281 North already feel cheated that we haven't gotten the overpasses and access roads that our taxes should long ago have paid for. The mere consideration of toll road in this area is an added insult to the resident/tax payer. Such a program will end up costing us more in the long run and will take longer to provide the solutions we need now to our traffic problems. It is nothing short of astounding that our elected and appointed officials have watched the congestion on Hwy. 281 increase all these years, allowing further commercial and residential development come in to add to the problems, and then have the gall so suggest that we pay our way out of those problems with toll roads. That's not a solution. That's another problem. Do what is right; fix the roads we have.	Email	12, 5
123	When I go to Waco, I use the toll road around Austin. I know toll roads save time and probably, also, save gasoline. I think the extension for US 281 should be made as a toll road with alternate roads on each side that will give everyone an option as to which road they want to use.	Email	5

Reference #	Comment	Comment Received	Response Number
124	1. Please hurry as the traffic, air pollution, wasted fuel and wasted time is unbearable. Any EIS is needs to include these issues. 2. Please limit the aggravation that occurs Northbound between Encino Rio and Evans. People use the far right lane as a short cut, and then cut over making the other lanes much slower. My recommendation is to place a curb between the middle lane and the far right lane that extends south from Evans for 2500 feet. This will stop the inconsiderate drivers from Cheating.	Email	22, 5, 8
125	My family and I are expect Hwy. 281 overpasses and NO TOLL ROADS.	Email	2, 12
126	I strongly oppose the tolling of 281. It has already been paid for once. E.I.S. and the RMA need to get their act together and stop slowing down progress, we have enough of that done by politicians. In the private sector, you are graded by your results, so far TxDOT, RMA, and the E.I.S. have accomplished nothing but slowing down the construction of a "NON Toll" highway. If they were in the private sector, they all would have been fired by now.	Email	12, 22
127	My wife and I bought a residence in the community of Champions Run in 2004. We realize from the beginning that there were 2 traffic engineering problems causing traffic congestions. Problem No. 1 The intersection between 1604 and 281 was not design accordingly to carry the amount of traffic that gradually has been increasing with the development of new residential areas around and specially north of it. The solution to this problem should have been the construction of ramps (like the ones built at the intersection of loop 410 and I-10) to communicate and divert the traffic accordingly. Problem No.2 We have come to realize that the installation of traffic lights (like the ones at Encino Rio, Evans and Stone Oak roads) was a mistake, by whoever designed it. The lights cause traffic congestion whenever they turn to red and stop the traffic to a complete halt. This type of situation is not seen on Rd 281 south of Rd. 1604 all the way down to the downtown level. The answer to this problem is the lack of overpasses and the presence of frontage roads which are missing north of Rd.1604 We do not see the need of a toll road. We do agree with Mrs. Terri Hall suggestions. Problem #1 and problem #2 could be solve very easy by following hers and our suggestions.	Email	5
128	(http://www.411on281.com/overpasses.cfm) that proves they are deceivers. The question they answered was: Why can't we just build overpasses today? The Alamo Regional Mobility Authority (Alamo RMA), as part of the Environmental Impact Statement (EIS) on US 281, north of Loop 1604 to the Bexar / Comal County line, will be evaluating all options to help provide relief to this congested corridor. Today, without environmental clearance, we are limited in what we can do...but with the EIS, all options are under consideration and will be evaluated without bias. On a positive side, I was happy to see they sort of agreed on their own web site that overpass would work: "Today, it seems obvious that if we just had overpass bridges on 281 to get through the intersections without stopping, all the problems on 281 North would be solved." However, then instead of giving truthful honest information to the question at hand (why not overpasses), they throw out facts that have nothing to do with the overpasses. First they say, "The Federal Highway Administration (FHWA) has never given clearance to an "overpass-only plan" on 281 North." Of course not, no one wants an overpass only plan, we expect entrance and exit ramps which were paid for and promised. My builder even sold houses with this plan in hand and would have had huge lawsuits when the	Email	12, 1

Reference #	Comment	Comment Received	Response Number
Continued from 128	<p>toll road agenda came up without proper support. Second, they say, "Simply building bridges, without entrance/exit ramps and frontage roads, is not considered a viable solution..." Only by making 281 a toll the road would they need to build frontage roads. We have basic overpasses with on off ramps like we have throughout the city, state, and nation without frontage roads. San Antonio already has basic overpasses with on off ramps just like we have throughout the city, state, and nation without frontage roads. They are throwing out facts that have nothing to do with why they will not build overpasses and necessary ramps already paid for. Next they give "reasons": Get this, the people who paid for the ramps and overpasses are being told: "The many businesses and neighborhoods around the intersections would be cut off completely from vehicular traffic without ramps and frontage roads. Entrance/exit ramps must be built to provide access." Somebody needs fire the idiot that wrote this garbage. No one ever suggested we would have no ramps as he implies. This is more deception like when they told us we could only have toll roads or keep it as is—obviously now everyone knows that was a lie. BTW, they throw in the frontage roads issue so they can say we did not pay for them—no, just the overpasses and ramps we expect. Next they say "Vehicles traveling over the overpasses will be using a higher rate of speed than those entering the highway beyond the intersections, making driving unsafe. To address this, we must build frontage roads." This is a garbage excuse, many freeways and high speed roads have on ramps without frontage roads—in fact, frontage roads make no impact on the safety of entering/exiting ramps from busy highways and roads. This is just more lies and deceptions that only an idiot, lemming, or otherwise motivated person would believe or chose to believe. We see ramps on many busy or high speed intersection around the city, state, or nation—even the world like Germany which has the best roads and no frontage roads anywhere I saw, and the frontage roads makes no difference to an entrance or exit—especially if ramps are built correctly. Finally, they add the biggest insult by saying, "Without environmental clearance in place, we can not add new capacity to US 281 without violating federal law. The Alamo RMA's US 281 EIS study will help regain environmental clearance for new capacity to be added to US 281, if the EIS study ultimately recommends a build alternative. This action could allow for overpasses and new lanes to be built - or any other option for new capacity." They need approval for any street no matter what. If they could not get it for overpasses and ramps, then they would not come close to getting it for toll road overpasses, ramps and frontage roads they are going to shove down our throat unless we get some ethical politicians that pay attention or we get a strong grass root movement to stop them and hopefully get them fired!!!!</p>		
129	<p>I oppose any form of tolling for Loop 160 or US 281. We have already paid for the needed expansion of 281 including overpasses. We don't need a 16-20 lane freeway, just a 8 to 10 lane plus access roads. It would be helpful to add bike/skate lanes. And please, if you're going to add sidewalks to not put the telephone or electric poles in the middle of the walks to as to render them unusable.</p>	Email	12, 5

Reference #	Comment	Comment Received	Response Number
130	I would ask the overpasses be build on 281. This is an old plan but a good one. It is the most cost effective and would have been completed by now if it had just been started. It will also cause less harm to the environment as it will take up less space and be cheaper to maintain. Please do NOT build toll roads which will only cause an extra forever tax that will only increase with time. The plans so far also include shipping much of the revenue out of state which is crazy in times like these.	Email	2, 12, 5
133	If you are going to configure the intersections to make "right turns/crossover/left turns", or as we have called them for years..."Michigan lefts", here are a few comments and suggestions. #1: Heading on 281 northbound at Evans, how come the left turning lane wasn't made longer to accommodate the left turn onto Evans? and why isn't there an actual right turn lane (instead of making what should be a "through lane" into a turning lane)? There is, and has been, enough room to build an additional "through" lane from Evans to at least Marshall Rd. This would have been an easy temporary fix. It still should be done. #2: They built a shopping center on 281 at Evans, and never took into consideration the traffic! (which should have been done beforehand). I am glad to see that they finally fixed the eastbound lanes at the intersection of Evans and 281, but another thing that could make it easier for the vehicles coming out of the parking lot and wanting to head northbound is to make that road that they built in back of the shopping center extend all the way to Stone Oak, so we can come out that way; or make a turn around in the median on 281 so that if you come out to the north end of the parking lot, you can cross over and turn around. This would relieve those who need to make the "U" turn at Evans. I cannot believe they built such a project and did not think of the traffic situation first. There doesn't seem to have been any consideration for "environmental impact, safety and public health. "When you want to consider the "environmental impact",,,think about the current impact. Any solution would be better. We sit there in traffic emitting a lot of pollution while sitting through at least 3 lights before you can turn to go northbound. Safety? How safe is it now when cars cut you off to get in? Others are riding up the left side shoulder and cutting in. Public health? Our blood pressure is rising in the mess it is in. How come these things were not considered before?	Email	4, 22, 5, 1
135	We do not need a Toll Road to fix 281, we need the original overpass/expansion plan. We do not want or need toll roads. We will not use toll road if you go against want we want and build them any way. Stop wasting our money and just build the overpasses! You are wasting our time and money. The overpasses should have been built years ago. What happened to our money that was for overpasses? Stop wasting our money. Stop trying to get toll roads. Just build the overpasses!	Email	12, 5, 2
136	I am a land owner along US 281 north of Evans Road. Traffic congestion hurts everybody, including the environment. For some time I have thought that US 281 needs to become a freeway north of 1604 with overpasses and access roads. Although super streets may help in the short term, I'd rather \$'s be expended on a more permanent solution. I hope that the EIS is completed swiftly and that dollars become available to fund a solution to this pressing issue.	Email	4, 5, 3, 12

Reference #	Comment	Comment Received	Response Number
137	I have lived in Encino Park for 27 years. When we first moved here in 1982 the idea of overpasses appeared in all of our town meetings and newsletters. I even went to the Transportation Office (near Babcock, I think) and saw the layout. Now.....we are still struggling with traffic and lights. Why????????? I was in Dominion recently and was so awed by the underpass for easy access to IH10. We don't have any trees to cut down. Please consider the under/over pass idea again. Everyone on 281 would benefit.....even the trees in the neighborhood that some keep hugging.	Email	12, 5
138	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! We would like a confirmation of receipt of our comments.	Email	12, 5
139	Please fix 281 w/the overpass/expansion original plans and get to it! Thanks to the game of politics we are further behind in our need for overpasses. They could have already been in use! Stop wasting the taxpayer's money.	Email	12, 5
140	If our business community ran their businesses the way you operate the RMA, we would have a ghost town with no businesses in existence here. Your job is to direct the building of the roads for the benefit of the public. If you can't seem to do that simple job effectively and efficiently, then you may as well find another board to sit on and get out of the way for some who can. The 281 highway needs to be completed in the manner planned before you decided to play toll road games. It needs to be done correctly as originally planned and with no toll considerations. We don't the toll road to fix 281. We need the original 281 overpass/expansion plan which was fully paid for and planned for before the special interests began overtaking your organization.	Email	12,
141	We DON'T need a toll road to FIX Hwy 281. We NEED the ORIGINAL overpass/expansion plan, NOW! Please send a confirmation reply.	Email	12, 5
142	We need to sunset the TxDOT commission and put it under some really strict supervisions! They never should have gotten the extreme power they have now and we, in the public strata, are not as dumb as not to figure out what has been going on behind the scenes - and in every scenario! The road issue project board is beyond redemption! TxDOT/ARMA is violating the legislative intent of the law, HB 2702, that prohibits the conversion of freeways into tollways. WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! Its past time for our legislature to get real, get their hands out of our pockets and do something for the good of all. We all know there is money to be "found" that would do the jobs we need. OUR FINANCIAL AND ROAD UTILITY INTERESTS ARE NOT BEING SERVED - TO PUT IT MILDLY. Please send me a confirmation of receipt of your comments.	Email	19, 12, 5
143	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! "Right is right, even if you stand alone against the crowd and wrong is wrong; even if everyone is doing it, wrong is ALWAYS wrong" Building "for-profit" roads at the communities detriment is wrong.	Email	12
144	The toll roads proposed for Texas and the rest of the country are a bad idea. They will facilitate surveillance. This could have repressive effects. They would also likely involve eminent domain abuses because they are very wide (some people suspect they could be nearly a mile wide, if they are approved)	Email	12, 5

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145	I am strongly opposed to ANY toll roads on the 281/1604 area in San Antonio. Toll roads are double and even triple taxation in many areas. I am a physician and my patients and staff are strongly opposed to toll roads. They are simply economically unfeasible in this time of recession. 281 and 1604 have been paid for and 281 deserves the original overpasses plan, not a billion dollar monstrosity that will be used to redistribute my toll taxes for the next 50 years.	Email	12, 19, 5
146	As you know, we desperately need a timely fix to the 281 traffic problem. I know toll roads have been strongly pushed by our leaders, but they are not in the best interest of the citizens who will be affected by that decision. The best and most popular answer is an expansion of 281 with overpasses. We need highway 281 to be a freeway...without stoplights. I am even in favor of a gas tax to help fund the road, as long as the money is not diverted to other programs (which seems to have been the problem in the past). Please work with us to figure out a solution that will be in the best interest of the citizens of San Antonio.	Email	12, 5
148	We do not need tolls for N. 281. Go with original plan. We need the overpasses. No to tolls.	Email	12, 5
149	I am a resident of the Big Springs Community and live just 281 and Evans Road. A couple years ago, TxDOT promised this community, among other things, an adequate sound barrier wall along 281 and noise reducing pavement. What are the plans to follow through with this promise?	Email	9
150	Where did the money go that the voters voted on for a bond to fix this problem?	Email	12, 5
151	My preference would be the original plan with OVERPASS BRIDGES.	Email	12, 5
152	I am a voting resident in the city of San Antonio and obviously Bexar County. I was unable to attend your meeting on 8/27 at 5:30 - 8:30pm/ct at St. Mark's. I would like the following comment to be placed on the record for this study. 1. I am not a toll road proponent. I will state this up front. There have been too many times that our government (in Texas) has not spent the money where it has been designated to be spent. As everyone knows, since the early 1990's Texas has not spent its collected gas tax monies solely on roads, but has used the money pot to spend on other items (instead of building roads). Now, that our infrastructure is close to collapse, we want to introduce a "new" tax in the form of toll roads. We also want to give acquired tax payer land that exists between and on each side of our existing highways (like 1604 and US 281 north side of San Antonio) to someone that is going to build and manage the toll roads. *To this and any form of the toll road idea or plan I say NO!* 2. For many years San Antonio has been a second class citizen when it has come to receiving state recognition and financing for building our city's infrastructure. We need a group of our elected officials with back bone to get on the committees, at the state levels, and lobby for San Antonio to receive the fund appropriations equal to that of our sister cities (Dallas & Houston). This funding is due to San Antonio. All one has to do is drive through the cities of Houston and Dallas to see their NON-TOLL road infrastructure is many times better than San Antonio's. It is also hard to believe that the north side 1604 & 281 as well as the highway 151 to IH10 area were not ranked on TxDOTs top 100 most congested areas in Texas. Something smells and it isn't a pleasant smell. 3. We need to build the overpasses and expansions	Email	12, 5, 11, 1

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Continued from 152	that were approved and funded for 1604 and US281 north of 1604. We also need to build ramps from the north side of US281 to 1604. Finally, the expansion of loop 1604 (at minimum from hwy 151 to IH35) is long overdue. These should be NON-Tolled roads. Lastly, we need to be smart about building any future roads. To make the same mistake at 1604 & US281 as what once existed at IH-410 and US281 by airport (which took 30 years to fix) is insane. 1604 & US281 has effectively been the same roadway for almost 30 years. How stupid can we be that we did NOT see what exists now in this area traffic wise coming? 4. I had heard earlier this year that the RMA is borrowing money from our county. The last figure I heard was a balance of approximately \$275,000. If this is true, then that makes the RMA an entity looking for someone to fund their institution and potentially desperate enough to be bias towards a toll road solution. In fact if you visit the RMA web site, there is a very bias slant to toll roads as the only solution. *This effectively should invalidate the RMA and maybe it should be dissolved. Right now I would vote to dissolve the RMA.* It appears to me that this bias support of toll roads would solve their funding problem, justify their now 5 year old jobs, take care of their recent raises and high salaries and would make several greedy business owners and politicians wealthy on the backs of the working class via a double taxation process under the guise of toll roads. The issue here is not the TxDOT engineers, but our political appointed (or self appointed) money grab officials. How loud do we need to say it or write it to get the message across? No road should be TOLLED !!! 5. My offered solution. Raise the gas tax by 5 cent on the gallon. Studies have shown this will supply more than enough funding to build our roads in San Antonio and Texas. This will keep the roads free for all to us an travel and alleviate our road infrastructure issues. The issue I see here is that no politician wants to put their head on the chopping block. This is from our 39% elected Governor down to our local district elected officials. The gas tax has not been raise since the late 1980's (if I recall correctly). It should be raised accordingly and tied to the same inflation indexes that other items are tied to and ALL monies should be spent solely on ROADS. I look forward to a free and expanded roads.		
154	I was unable to attend the Aug. 27 meeting but want my comments submitted for the public record. I believe the most practical solution is to add 1-2 lanes both northbound and southbound on Hwy. 281 and add overpasses. This will minimize the addition of impervious cover, thus helping maintain our vital water supply and protecting as much natural habitat area as possible. I would like to add that I very much oppose the construction of toll roads to fund this expansion. It amazes me how monies are magically found to fund interchanges and freeway expansions in other parts of San Antonio but for some reason the 281 expansion, which is probably more crucial than many other "necessary" projects in the city, is overlooked when funds are being allocated. If there are not adequate funds, I advise the RMA to lobby and get legislation passed to protect gas tax monies from being forked over to non-transportation entities such as state parks. If that still doesn't get the job done, raise the gas tax. I believe all Texans should share in the funding of expansion of existing thoroughfares.	Email	12, 5

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155	What does it take to get you to listen to the will of the people? Congestion on 281 is heavier now than ever since school is in session again. We desperately need the overpasses (not more lights nor a superstreet) to get traffic flowing safely. When I travel to work on 281 Southbound, I am now backed up beginning at what used to be Mouse's restaurant. It is worse than ever!! I would love for those of you that feel we do not relief to ride with me any morning between 6:45 and 7:00 and see what this is like.	Email	1, 22, 4
156	Get your act together. No toll roads.	Email	12
157	I have lived in Encino Park for the last 13 years and drive 281 every day. The best alternative is to construct overpasses at Encino Rio, Evans Road, Marshall Road, and Borgfeld Road because they have minimal environmental impact. The solution would be enhanced if additional lanes can be constructed without environmental impacts. However, there will be a bottleneck at Borgfeld Road, when the highway narrows back to the original lanes. The solution should also include additional lanes for Bulverde Road, which will relieve the load on 281.	Email	2, 5
158	In 2003, TxDOT had the clearance and the gas taxes for the expansion and overpasses on Hwy 281 north of Loop 1604. Now TxDOT wants to convert this freeway, already built and paid for, into a toll road. In June 2008, the Sunset Committee issued a scathing report of TxDOT stating that many expressed TxDOT is "out of control," advancing its own agenda against the objections of both the Legislature and the public. I have zero issues if a toll road would be build on land bought, graded and developed by the tolling authority. 281 is the only traffic artery going north from San Antonio between I35 and I10. It is not morally right to provide some commuters a free ride to work and charging the drivers of 281, who with their gasoline tax dollars, have provided more, much more, that the cost of this seven mile roadway upgrade to the state of Texas with gasoline tax revenue. Gasoline tax revenue of twenty thousand cars idled in bumper to bumper traffic would pay for the upgrade in a year. Roads which do not "pay for themselves" with gasoline tax revenues are the ones which should be tolled. We do not need an ten lane road, including the frontage roads, running from loop 1604 north to Borgfield Road. Overpasses and an additional traffic lane which can be accommodated in the current right of way would suffice. We also need a zoning commission which will stand-up to the local land developers, who want to continue to built on the north side of San Antonio where the transportation infrastructure is not sufficient to support the continuing uncontrolled sprawl of mega-development which has been going on for the past decade. Enough is enough, until the transportation infrastructure can support additional traffic, building on the north-side needs to be halted or developers charged a sur-charge for infrastructure development.	Email	12, 5, 19, 2

Reference #	Comment	Comment Received	Response Number
159	I would like to see elevated center lanes operated as a reversible expressway, similar to the Lee Roy Selmon Crosstown Expressway in Tampa, FL. Reversible lanes are appropriate in this situation because of the strongly directional nature of traffic on 281 - southbound in the morning and northbound in the afternoon. Elevated center lanes address the issues of nearly every stakeholder: Environmentalists seek a small footprint – this option would require the least concrete over the recharge zone. At less than \$300 million (\$15 million per lane-mile for three lanes), the cost is competitive with other options being discussed. If it turns out that the road will be tolled, then this option will have the least impact on the toll road opponents - the current configuration can stay exactly as is. Three reversible lanes will more than double the current capacity, and when you factor in the lack of stoplights, this option would support current and all future projected growth in traffic. By placing the new roadway in the median, the current right of way could be used to plant noise-absorbing plants, provide bike and walking paths, and could be reserved for future rail options.	Email	5
160	The Greater Edwards Aquifer Alliance would like to thank you for the opportunity to provide initial comments on the EIS Coordination Plan to assess improvements to US 281 from Loop 1604 to Borgfeld Road. Scoping: Environmental Analyses: A detailed schedule should be provided upfront, including deadlines, in order to indicate how timing of completed environmental analyses is coordinated with lead agencies' planning and decision-making schedule. In addition, all environmental analyses should be identified, along with corresponding lead investigators and/or consultants. More specifically, a list should be provided of all endangered species surveys and hydrogeological investigations, either to be used in assessments or to be conducted during the EIS process. All investigators should be clearly identified. In a timely manner as they are developed, all draft and final reports and databases resulting from environmental analyses used in EIS process should be publicly available via a webpage. Agency Participation/Consultation: Elevate Edwards Aquifer Authority to Participating/Cooperating Agency: Due to its technical expertise regarding the Edwards Aquifer ecosystem, we request that the Edwards Aquifer Authority (EAA) be invited to participate in the EIS process as not only a Participating Agency, but also as a Cooperating Agency. The proposed expansion of US 281 crosses the recharge zone of the Edwards Aquifer. The Edwards is a federally designated sole source drinking water aquifer that provides water to 1.5 million people and the spring flows critical to the survival of endangered species in Comal Springs, San Marcos Springs, and in the Aquifer. In fact, the Edwards Aquifer was the first aquifer in the Nation designated as a "sole source" aquifer under the "Gonzalez Amendment" to the Safe Drinking Water Act. The amendment was authored by San Antonio Congressman Henry B. Gonzalez, in order to avoid federal taxpayer funding of projects that threaten pollution of the Edwards Aquifer. The Edwards is a karstic aquifer and therefore is highly vulnerable to water pollution because surface water quickly enters the aquifer through recharge features, such as caves, sinkholes and streambeds, without significant filtration. The lack of a central drinking water distribution facility for San Antonio makes treatment for any contamination especially ineffective. As such, the best and perhaps only affordable protection for San Antonio's drinking water supply is prevention. Therefore, the EAA needs to be included as a Cooperating Agency in order to provide invaluable expertise regarding the environmental sensitivity of the US 281 corridor area. Elevate VIA Metropolitan Transit to	Email	Specific Response See Section 5.2

Reference #	Comment	Comment Received	Response Number
Continued from 160	<p>Participating/Cooperating Agency: In order to adequately address alternatives related to multiple transportation modes and reductions in peak traffic demand, we request that the VIA Metropolitan Transit (VIA) be invited to participate in the EIS process as both a Participating Agency and a Cooperating Agency. Since traffic congestion is rooted in excess demand, alternatives which reduce peak travel demand need to be seriously considered. Many options are available that individually, or in combination, reduce peak travel demand. Public transit is a primary means of decreasing peak travel demand. Likewise, ridesharing and parkn- ride programs also reduce the number of cars during the peak periods. VIA is the driving force in San Antonio for these three options, which are to be employed along the US 281 corridor according to the San Antonio MPO's 2030 Metropolitan Transportation Plan.¹ FHWA's own guidance lists six categories of demand-management alternatives, including travel alternatives (alternate hours of travel, work schedules, telecommuting, etc.), land use alternatives (smart growth policies, pedestrian/bicycle connections, transit-oriented design), pricing alternatives (HOV lanes, parking pricing), HOV alternatives (rideshare matching, vanpools, priority HOV parking, etc.), transit alternatives (subsidized fares, trip itinerary planning), and freight alternatives (lane restrictions, delivery restrictions).² Again, VIA should play a major role in the EIS process, due to its expertise in managing traffic demand in San Antonio. Invite Camp Bullis/U.S. Army to Be participating/Cooperating Agency: Due to the Garrison Commander's consistent concerns regarding development within five miles of Camp Bullis, the U.S. Army at Camp Bullis should be invited to participate in the EIS process as both a Participating Agency and a Cooperating Agency. Camp Bullis has often submitted concerns in writing to the City and to other agencies in regard to these developments. The US 281 corridor is within five miles of Camp Bullis. Within this zone, Camp Bullis has repeatedly expressed concern related to development impacts to the habitats of federally listed species. In particular, Camp Bullis seeks to avoid the clearing and fragmentation of woodland habitats for the golden-cheeked warbler, so that this species is not displaced onto Camp Bullis. Of equal concern to the Army is the protection of the Edwards Aquifer and karst features, which may be habitat for endangered karst invertebrates. Development of endangered species habitats within five miles of Camp Bullis may adversely affect training restrictions on the base. Of additional concern to Camp Bullis is high-density development within its three-mile light buffer zone. The light pollution from such development negatively affects night training operations, which is a major focus of the base's mission. In this manner, the direct, indirect, and cumulative effects of development induced by the proposed US 281 expansion may be of concern to Camp Bullis. One study concluded that "highway capacity-increasing projects, which are typically a response to current or anticipated increase in travel demand, have coincided with immediate land-development activities."³ Another study found highway expansion to be a primary cause of population growth.⁴ And a third study substantially confirmed the hypothesis that "road improvements and the resulting swifter travel speeds spur building activities along a corridor."⁵ New homes, offices, and retail stores appear near improved freeways within two to four years after construction.⁶ Clearly, the impact assessment of development potentially induced by US 281 requires that Camp Bullis be invited to be both a Participating and a Cooperating Agency. Purpose and Need: Need: The applicability of data used to determine need should be well documented, including if the data are current, accurate, and relevant. In particular, data used to project the future land use and the transportation network</p>		

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Continued from 160	should be well documented. If included in purpose(s), safety (accident) and economic development data should be similarly presented. Needed data that is unavailable should also be identified. And finally, the procedure for accessing all project files should be included in the draft purpose and need. Goals and Objectives: The draft purpose and need should also include draft goals and objectives. The relationship of the goals and objectives to purpose and need should be described in detail. Similarly, the role of the goals and objectives in the screening of alternatives should be explained. Environmental protection, endangered species, and mitigation should be included in goals and objectives. Documentation: Dates when chapter drafts will be available should be listed, as well as the length of each chapter. A list of all technical reports, including issues and level of detail, should also be provided. These draft and final reports should be publicly available as they are completed. Alternatives: At the same time that the draft purpose and need is distributed, a list of alternatives should be provided, including both those eliminated during screening and those retained for detailed study. The procedure for documentation of screening and technical review of alternatives should also be included with the draft purpose and need. All factors used in evaluating the reasonableness of alternatives, not just purpose and need, should be delineated. The basis used in the screening criteria should be explained, including if it is quantitative level of service or more general, multi-step, or a scoring system. Thank you again for your attention to these comments. We look forward to working with you throughout this process.		
161	Why are there no elected officials but illegally taxpayer paid "Public (Relations) Involvement" and employees here? Why are no funding discussions done or being done? Federal Government, Texas Department of Transportation, Mobility Planning Organization, Regional Mobility agency and others had \$325 million on or about 2000, for ten new construction lanes and loop exchanges for Loop 1604 and up North U.S. Highway 281--but this still hasn't been done. Why not? When will we have a "FREE" highway that is expanded?	Verbally	25, 12, 5
162	I live at the corner, basically, of 281 and Bulverde Road so I get the pleasure of driving 281 every day. And, from my perspective, something needs to get done on this because I'm spending 45 minutes just to go 12 miles to my work location and, I think, I'm polluting the air a lot more than anything that we could possibly do to expand the lanes on 281. So all of the -- it's just continued commercial development, there's no impact to the aquifer, in my opinion, and, I think, we should go ahead and get this thing built as soon as possible. In the meantime, I hope you go ahead with the SuperStreet. And, ultimately, I don't care if the project is tolled or non-tolled. If it's tolled, I'm going to use it every day. I think the access roads that people -- they can go on and continue just like they are presently.	Verbally	3
163	But the -- the reason I'm here is to place my complaint about this -- this road, this route 281, that should have been fixed, maybe, five years ago. They had the money back then to do that and it was either stolen or it disappeared like most government money does in the government -- which is us. Money just disappears or it's put away somewhere and then they forgot where they put it. I understand that they paved the parking lots of the Veterans Hospital and jails, or prisons, I should say, throughout the State of Texas with the money that should have been used for this highway. The -- What disgusts me to begin with, to start with, it's a little bit off the highway, is, people are moving in here without the responsibility of paying for the infrastructure.	Verbally	1, 12, 5, 15, 14

Reference #	Comment	Comment Received	Response Number
Continued from 163	<p>Nobody, I believe, forces people to move here into San Antonio. I've taken this up with Mayor Peak, when he was the mayor, and he said to me, "Well, how do we stop them from moving in?" I said, "Well, you keep telling us we're out of water. How can people move in here when we don't have any water to feed them?" So -- but yet, to make a long story short, they're moving in any way by the thousands. When I first came here 1604 was a two-lane highway; one eastbound lane, one westbound lane. It is now four lanes, and I just got off of it, bumper to bumper for the last two miles to get off of -- on 281 which is plain ridiculous. This town has not -- the highways, I should say. The highways have not grown with the population and the TxDOT -- which is a very corrupt organization, and we're hoping that the -- that the Sunset Commission would have put them out of business, which they didn't so far. But we find that because of this, 281 is one of the worst highways in this location due to backed up traffic. And TxDOT did have the money to repair these highways, make overpasses that -- they had the money for the overpasses and, for some reason, it just hasn't been done. And who pays for it but we, the people. We pay for it in gasoline bills. We pay for it in our time used sitting in traffic where these red lights are. And then comes an organization called the RMA. I've attended, I don't know, maybe fifty meetings in the time I've lived -- I've lived here 22 years so far. But I've attended many meetings and voiced my disgust with the leadership of the RMA and TxDOT. I have been met with scowls, ugly faces, and undertoned voices when I got up and spoke about what I spoke about, is, that we lack any leadership at all. We have no leadership here at all in the highway part of what I'm getting at. 281 is worse than ever, getting even worse, and nothing is being done at the present time. A lot of talk in here tonight. I see all kinds of very fancy, expensive displays about how they will solve the problem. Well, I've heard that for the last five to seven years. It's like the federal government, lots of talk and no action. Again, I can't underline it enough, is, the lack of leadership that we have in this town that --relative to the highways. We also have lack of leadership in other spaces, too, but I -- I'm going to say we're concentrating on route 281 and route 1604 interchange.</p> <p>Now, we have Terry Brechtel who would like to toll this. Now, wait tell you hear this. They want to sell the highway to a foreign contractor named Syntex, a Spanish consortium. Now, I looked it up and found out it's owned by the Saudi Arabian government which is a Muslim group. Why do we take our highways that we own, the people own, and give them for fifty years to a foreign contractor to build and operate a toll road? We are then going to be at their mercy. It's privately owned then. They can raise the prices any time they see fit and the public will have nothing to do but pay that exorbitant fare, which I could give you, but I don't want to because it may not be very accurate right now. They promised that there would be a side road, a road along the toll road where people could use that instead of the toll road. Well, what's wrong with that is that that side road will be full of "Stop" signs, electric traffic lights, which will cause the light to go red while the traffic goes underneath the toll road, and the people on that side road will be right back where they started from in traffic again unless they pay the exorbitant fare they would have to pay for this toll road. So we are disgusted not only with route 281, not only with the highways of our state, but we're disgusted with the leadership that we have voted for the different people to represent us and they have let us down. Tommy Adkisson and David Leibowitz is our friend. They belong to the MPO. And they're very cooperative with the toll people which I am proud to be a part of. We do have a few legislators and representatives who are, kind</p>		

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Continued from 163	of, working with us, but still all we see are these meetings in these big buildings and hundreds of people coming out to read the propaganda that they feed us. But still, in six or seven years, shouldn't we, by that time, have our route 281/1604 interchange long, long before this? Here it is, 190 -- I mean, 2009, and we are still sitting in traffic. And I don't see any contractor out there starting to work on this. I hear all kinds of promises, but I don't see any action.		
164	I live in the Stone Oak area where all of the congestion is, especially Evans and 281, and I have been hearing so much about toll roads, and I am so against toll roads, first of all, because I know that the freeways are free. They are freeways that -- we have already paid for those roads we -- with our tax dollars, and those are already ours. And if people wanted to come in to do toll roads, they can get their own land and make their own roads, and they can charge what they want, but I feel, in my heart, that that is not right if they just take over what we already have. And, also, I have come up with some suggestions. Instead of the new way that they're trying to make the turn lanes to go only one way south, if it -- you want to go north you have to -- if I want to go north on 281 off of Evans, I am half in the -- you know, to their -- those lanes -- I don't know what they call it. But, you know, I have to turn right, wait for a light, turn left, wait for a light at Evans and 281 just to continue going north when I -- when they should just either leave it the way it is and make always two left lanes turning north, and two right lanes turning south, and one lane going straight across 281 onto Evans. Or the best suggestion would be to do what they had planned all along, which was the overpass. The overpass, I understand, was already approved back --early 2000, maybe 2003, and I feel like -- and I believe that they already had all of the money that -- and everything was done, but, all of a sudden, our politicians and other people in San Antonio want to get together and get people from Spain to come in here and own the roads and we have to pay them for about fifty years. Now, the -- I went to Houston and they have toll roads. I never used them because I didn't want to pay for toll roads and I, also, noticed that they were pretty empty, you know. So I don't see the benefit in toll roads. Not to mention that up north most of the people work, both people -- I mean, the couples usually work, everybody has to work in order to live, which is pretty much over here, because it's very expensive in this area. So that means that everybody tends to hire gardeners, you know, lawn maintenance people to come clean houses, or to cook, or to baby-sit and so what happen -- or to even take care of elderly. So what happens to those people that do not have a lot of money and they need to work to make just minimum wage? How are they going to pay the toll roads? So everything's just going to go sky high. Somewhere somebody's got to pay those employee -- you know, those workers and we have to pay -- if we have to pay the toll road, then, we have to -- what should I say? -- well, we won't be able to pay those people very much money, and then they're not going to want to come and work for us, you know. I mean, our lawn service, you know, our -- the people that come clean houses because we're working, baby-sitters because we're working. It's just going to be, I think, very hard for everybody. And, not to mention, with gas going up, and then if we have to paytolls, then -- and I know tolls are -- it's a choice, but, come on, when I was in Houston those access roads they were crowded. I do not see how it's going to help the normal people, the common citizens that do not have all of this money to pay for the toll roads. And then I read some -- on the Internet that -- I don't know if it was Houston or somewhere	Verbally	12, 5, 4, 15, 7

Reference #	Comment	Comment Received	Response Number
Continued from 164	else that, I believe, that the toll people who owns the toll roads what -- you know, they have to collect from people who haven't paid their bill for using the toll roads. I'm assuming they have an account. And so they can't seem to collect from them. Why? People just don't have the money. And then I understand that there's a toll road in Laredo, or the Laredo area, and I think that went bankrupt because they're not using that either. So what a waste of land, our trees, the animals, just --and concrete. More concrete has been -- it was a flop. So I am against toll roads and I -- I believe that there's another way. I -- I read on the Internet that, I believe, the toll roads are going -- it's going to cost in the billions where overpasses are only going to cost, I think, \$1.7 million. A lot cheaper than a toll road. And the tolls, Texas does not get that money. Spain. You know, because I understand that's who's going to be funding it in the first place.		
165	Well, first off, I'm extremely ashamed of TxDOT for stealing our money, and that they should build the roads and give us what we paid for already. Absolutely no toll roads. Do not ask for another penny from us to build what was already ours, and they should do it now and stop this nonsense.	Verbally	12, 5
166	I'm an accountant in San Antonio, Texas, and I just want to say that I'm against spending more money than we have to. We had an original plan on 281 to spend all of \$50 million for three overpasses. Now, it's up to \$500 million with the toll road. I think we ought to, for environmental reasons, keep it simple with building over the Aquifer Recharge Zone. I'm all in favor of the original plan, staying with 281 as is with additional lanes and overpasses being added, and I will continue to come down here and make my point, time after time, forever.	Verbally	12, 2, 5
167	I'm -- I think they should stop spending money on studies and start fixing the road. It -- There's a sign over there that says the average speed is 40 miles an hour between rush hour during a weekday. There is no way that that is true even though it says the study was done in May 2009. I go through that traffic, from beginning to end, every day till -- it takes 12 minutes, approximately, to go four miles. We're all sitting in traffic wasting expensive gasoline, waiting for someone to fix the roads that a -- it appears has some kind of ulterior motive by stalling and not using the money that was there years ago to fix the roads, that the City gave permits to builders to build on and brought thousands of people to the area. That hasn't stopped. And they need to think up some ideas for the future how to raise money by possibly charging builders a fee -- an extra fee for their permits to fund future road improvements in the area. But another three years to wait for another study to improve the road is unreasonable to the thousands of people that sit in traffic for 12 minutes each direction and have to change their lives to avoid traffic. I get up every morning and I make sure I'm going through that area before 6:30. I leave my house at a quarter of 5:00 in the morn- -- quarter of 6:00 in the morning to make sure I don't hit traffic on 281. If I had a child I couldn't do that and could, possibly, spend a good hour and a half trying to get 40 miles because I had to go through that traffic. That's all. I just think we need improvements and we need them now, and toll roads should not be an option considering we've already paid for the overpasses. And the economy is not -- not good and I -- we're not getting raises, we can't afford to take more money out of our pockets to pay for a road.	Verbally	1, 21, 12, 2, 16
168	All I want to tell you is that I do not want the SuperStreet. I think it's going to inconvenience a lot of the people on the side streets just to let the people going up 281 get home faster.	Verbally	4

Reference #	Comment	Comment Received	Response Number
169	Overpasses are the only option for all who live next to 281. Traffic would not be any greater then than it is now south of 1604. Why waste our tax dollars on toll roads when the overpasses promised to us would be so much cheaper!? Governor Perry is looking at 281 as a "cash cow," and San Antonio's RMA is doing the milking.	Verbally	2, 12
170	I want it noted that I am not for the toll roads at all. I don't feel that we should have to pay to drive on a road when everyone else in San Antonio and surrounding areas don't pay to drive on a road. I don't feel like we should be penalized for that. I don't understand what is truly holding this up. We come to these meetings, we get promises, nothing's happened. I've lived in Bulverde for ten years and driven all the way downtown to San Antonio for ten years, nothing happens to 281. 410 gets fixed. IH-10 gets fixed. 1604 gets fixed. You know, why --why can they not do the improvements? I -- you know, these environmental studies, I believe, are just a cover up. I believe that the money issue, it's there. They just for some -- I don't know what the reasons are, and I would like to know why will they not get the roads done. That is my question. I'm just a working mother that spends about four hours on the road between the morning and night commute that I could be at home with my family. And, you know, that's valuable time they take away from me, and so I just would like to know why.	Verbally	12, 1, 22, 16
171	I want them to know that I absolutely am opposed to toll roads. I don't want toll roads. I would like them to put overpasses so that I could just (descriptive sound) drive from work to home, home to work and be done like a regular highway. That's it. If I want to get off, I get off.	Verbally	12, 2, 5
172	I also am totally against toll roads and, I think, they should double deck 281 all the way to Comal County.	Verbally	12, 5

Reference #	Comment	Comment Received	Response Number
173	<p>What I think about this, I think it's the biggest waste of taxpayers money there is. I don't know why intelligent, you know, smart people, professional people are even going to try to put 20 lanes for 7.9 miles between 1604 and Borgfeld Road where it's going to cause a bottleneck up here and a bottleneck down here. I think it's stupid. We had a plan -- they had a plan already to put overpasses and expansions and freeways. It's going to cost people money that they don't have. It's going to -- it's going to take twice as long. Okay. The free -- the free one with the gas tax plan would be ten lanes as opposed to 16 to 20 lanes total on this toll plan. It's going to take -- it would 18 months to build where the other one is going to take 3.8 years to build and the cost today would probably be \$170 million as opposed to \$1.3 billion putting toll roads in there. I think putting toll roads in there is stupid. Why do you want to put 7.9 miles of toll roads right in the middle of there, and then -- I just don't understand it. I don't understand why we can't put a freeway, why we can't put expansions and overpasses, which would be so much easier and faster and cost less money. This is going to cost us so much money to do this. Y'all have these meetings trying to convince us that we want toll roads when we've told you over and over and over again. At all of these public meetings, everybody says we don't need them. The RMA, as far as I'm concerned, is nothing more than an extension of TxDOT and TxDOT is completely corrupt. They have been -- they've been caught red-handed cheating -- or cheating everything, okay? They've been caught stealing from the taxpayers. But I -- I think this is ridiculous. I really do. That's my opinion and I'm sticking to it. There. I have been told somehow -- somehow they're going to be able to do an -- an environmental study for 16 -- the Loop 1604/281 interchange only on the -- on the south side, and there's no reason -- if they can do that on that for -- you know, as fast as they can, there's no reason why we can't do an ES study on the other side rather than the -- than the EIS study. The EIS study is going to be more expensive, it's going to take longer. We can do the same thing and build the -- build the overpasses and we could also build the -- you know, the expansions on the road. And -- and if they can do it for the interchange, they can do it for this north of -- of 1604, unless they're -- unless they're trying to push toll roads down our throat. The only reason they have to do the EIS study is because they want us to accept them toll roads and we don't want toll roads. Nobody that lives out there wants toll roads. It's too expensive. We can't afford to go back and forth to town.</p>	Verbally	12, 22, 5, 11, 14, 1, 16, 28
174	<p>I am vehemently opposed to toll roads. I do not want 281 or 1604 or any portion of them turned into toll roads. I want the money that was originally allotted to make the overpasses happen used. I want that money used. There should never ever be any toll roads in San Antonio. I don't want any toll roads because I fear foreign ownership. I fear anyone owning them. There is money already allotted for the improvements. There should never be any toll roads in San Antonio. If there are toll roads implemented, it will be a major factor in me and my family deciding to move from the San Antonio metropolitan area. Okay. And you can put my phone number in there. It's (210) 838-7549. Okay. And I want them to know that I'm here because I support TURF, the organization TURF, T-U-R-F, okay? And I'm against CDMA's. I am against toll roads anywhere really in the State of Texas. They're public roads. They should be free. The money for the maintenance is there.</p>	Verbally	12, 15

Reference #	Comment	Comment Received	Response Number
175	The alternatives that are recommended for 281 (ex. SuperStreets, etcetera) are ridiculous. Why do we need an EIS to synchronize lights? Seems like that would be something that's done as part of business as usual. If it's a jurisdiction problem, why can't the entities work together to resolve it? Wouldn't both areas improve with better traffic flow? As for SuperStreets, what a ridiculous idea! Turn right to turn left to turn right? I vote to use the money that's already been approved for overpasses on 281. It would be done in 18 months, cost us \$170 million. I don't want to waste anymore of my money for alternative plans or organizations like the RMA to create roadblocks for something I've already paid for.	Verbally	4, 18, 1, 12
176	I wanted to say that I think that SuperStreet needs to be built as soon as possible to -- but I think that's a Band-Aid. You know, we do need a long-term solution and, I believe, that extending 281 into an interstate, an expressway, a highway would be the way to go, and extend it all the way north for all of the construction and the planned construction going north. I also think that we need to look at the light -- the mass transit -- the mass transit opportunities, but that's only going to work if there is a really good mass transit net in the greater downtown area. Because not everybody works right downtown and so you have to be able to get, you know, into the greater downtown area with mass transit for mass transit to work. In terms of -- I also want to make a comment about paying for this. I think that the City of San Antonio, actually the -- probably, the County of San Antonio -- I mean, the county -- Bexar County should have a gasoline tax on all of the -- you know, all of the gasoline sold in Bexar County so that that way people will pay, you know, for their use of the road when they use the road. And those people that are driving a lot -- like I drive from Encino Park down to the south side every day to go to work, that the people that drive a lot will pay a greater portion of the construction and upkeep for all of the roads, and the people that are not driving very much it's -- you know, which will be a benefit especially to the elderly, you know, that the people that don't drive a lot pay less toward the upkeep and construction of roads. I think gasoline tax is the best way and the most equitable way to pay for the roads. I think the concept of making 281 a toll road so that the people that are using 281 or that portion of 281 would be, you know, paying for that part of the road is not an equitable way. Because we've been building, like, overpasses in Leon Springs where traffic was not bad, but we -- we spend a lot of money building that road there and there's no toll road there. And why single out 281 for a toll road when we're building a lot of new roads in other parts of San Antonio that are also experiencing a lot of construction and growth, like the Sea World, you know, 151/1604 area and a lot of areas. So a gasoline tax to me is the most equitable way to have the people that are using the roads paying for the roads.	Verbally	4, 22, 5, 12
177	I just want to say that I am against any toll roads on 281. I think the Regional Mobility Authority should build the originally planned overpasses and expanded highway. But I'm a little suspicious of the RMA because, as I understand it, all of their funding comes from loans; mostly, from TxDOT but also from the City and County. As far as I know the only way they can pay back the loans is to build toll roads, because I don't think they're going to have bake sales. So I think their decisions are going to be influenced by the sources of their financing.	Verbally	12, 11
178	A non-tolled highway with overpasses is the most expedient and preferred route -- way to go.	Verbally	12, 5

Reference #	Comment	Comment Received	Response Number
179	I am here to testify that on the expansion of 281 that should be a non-tolled freeway. The tolling of that freeway would be tremendously detrimental to the lower income group. They wouldn't be able to afford the tolls even though their taxes would pay for the building of the road. So we want to stick with the non-tolled expansion of 281 with overpasses.	Verbally	12, 7, 5
180	Where do I start? This whole EIS process that this RMA has proposed doing right now is absolutely unnecessary. If you'll look at the NEPA requirements, they allow for scaling back of a project, and the scale backed project would be the original 281 overpass highway plan that included, what, six, ten -- ten total lanes whereas their proposed toll road plan covered anywhere between 16 and 20 lanes. TxDOT corrupted the original study that included the toll road plan. And that's why the lawsuit blocked them because they, in fact, corrupted it. They did some illegal things, it was fraudulent and, therefore, the clearance was pulled. So now they have to go through the full EIS process, if, in fact, they're going to move forward with the toll road. They could fall back according to the Federal Highway Administration and, also, the EPA they can fall back to something less of a requirement if they went -- if they scale that version back to the original proposal of just the ten lanes and the highway version. That means that we could get started very quickly. We wouldn't have to wait three years to have a process or to go through a three-year process, and then start construction of the highway. Right. We could -- we could start the construction in a about a year so we could scale that back considerably. Plus, the construction time would be much less on the original plan. Now, this process that they're going through here today is -- is a sham as far as I'm concerned. They've got PR firms. They're using my money, public money, taxpayer money to fund efforts to try to convince people of what they want to do, and that's -- it's a mockery.	Verbally	12, 1, 25, 10
181	I live along the U.S. 281 corridor and I've been following the process of trying to get the project built and I've seen nothing but delays after delay after delay while traffic congestion has increased. The quality of my life and that of my family has been reduced by sitting in traffic. Congestion is just worse every time and it's unavoidable that we have to do something to improve traffic along the U.S. 281 corridor. As a homeowner who lives and uses this corridor every single day I can't encourage the RMA enough. Please hurry up and build this freeway. We need it desperately. I know there are a lot of environmentalists that don't agree with me. I wonder how many of those environmentalists travel up and down this corridor every day. It is very important that we -- that we improve the quality of life of our citizens and this is just ready to happen. It just has to happen. And that's it. Please, build it.	Verbally	3

Reference #	Comment	Comment Received	Response Number
182	I'm involved in this principally because I'm concerned about the environmental impacts of the project, and I'm concerned that the information available here doesn't really explain clearly enough what the impact of the -- of the 281 and 1604 projects would be taken together. I'd like to see more, like, maps that will lay out both projects so that people can see the scope of what's, you know, going to happen. At some point we're -- we're going to be asked to consider the 1604 project together with the 281 and, I think, the sooner we do the -- see that, what that looks like, the better. I'm also concerned that the -- none of the maps -- there's no information about where the recharge and contributing zones are of the Edwards Aquifer relative to the 281/1604 projects. There was lots of information about endangered species and where they're likely to be, but, for me, what I'm -- you know, one of my concerns is the impact on water quality, potential impact on water quality in the Edwards Aquifer, and there's really nothing -- there's nothing I saw here today that even mentioned that. So that's a concern.	Verbally	Specific Response See Section 5.2
183	I believe this EIS process for the two -- for 281 North as a toll road is unneeded. We've gone through this process one -- once before with public comment and testimonials and so and so forth, and ninety percent of the testimonials were to install the original gas tax-funded plan. I feel as if that this --this EIS public meeting is unwarranted and a waste of money. I am against any toll roads in Bexar County. I am against public/private partnerships. I am against comprehensive developments. I am against funding toll roads with gas tax dollars. I believe that the RMA should be disbanded.	Verbally	1, 12
184	We would like to see TxDOT construct the overpasses on 281 and let the present roads be improved to handle the traffic better. TxDOT had the money in 2002, and promised to build the overpass at Borgfeld Road and it is still not built. We need to keep wrecks down on 281.	Verbally	2, 12, 5, 22
185	We want you to build 3 (three) lanes northbound and three lanes southbound with overpasses at Borgfeld, Evans Road, El Encino, and Stone Oak on U.S. 281. There was money for this in 2002, and it should have been done then. There have been too many lives lost and too many injured because of no construction of the above-mentioned freeway and overpasses. Let's do the three lanes north and three lanes south with overpasses now!	Verbally	12, 5, 22
186	One of the things that I've noticed -- We've come from California and from Colorado. One of the things we noticed in those states was that there was more requirement if a developer was going to build a new subdivision that they had to plan so much green space, they had to plan for schools, they had to plan for access roads, and they even had to pay for improvement of the access road on the side next to their division -- their development. What we've noticed down here is, the City and the County seem to give permit to go ahead and build, and then once the subdivisions are built, low and behold, oh, we need roads. Oh, we need water. Oh, we need utilities. Oh, there are no schools there. And so now the schools -- the school boards have to go and pay inflated prices for the property in order to build a school to service the people in that subdivision. It seems like they need to have more advanced planning. If that's all done up front, then the school boards would have the property available at the initial cost and not have to pay it after everything's developed there. And with the access roads, those would all be planned in so we wouldn't have a nightmare like we have on 281. Because it seems like it's a crying shame to have allowed all of that development and	Verbally	12, 2, 5

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Continued from 186	<p>then all of it's dumped out onto 281. There really aren't any alternatives. And so, now, that's -- I think they need to do more advanced planning and restrictions of building until it fits into their plans for how are they going to service it access wise, utility wise. Because we've had cases where subdivisions are built and Bexar Met and some of the water boards can't even give them water. That Tim -- I think it's Timberwood Park out there, for a long time they'd turn on their faucets and the water would dribble out of it. They didn't have water. Bexar Met couldn't supply it. Well, then, they shouldn't have built the houses out there if they couldn't provide them with the water. So that needs to be done up front. And, I think, the City and the County need a master plan for, okay, development's going this way. We need to start now planning on all of the access, the utilities and everything like that. If we can't get it done and get it funded within a reasonable time, then hold off on development until such time as we can do that rather than after the fact like we had like 281. Getting back to the current situation.</p> <p>We've seen this in Denver where they'll have park and rides and so people that live way out can go to a park and ride and then ride downtown. It seems like if they had some park and rides north of 1604, those people could be encouraged to ride either light rail or those buses, or some type of a rapid transit or mass transit right to downtown. And then if they did a study and find out, okay, where are the -- the job sites downtown, plan a shuttle route so you could get the people from the terminal over to wherever they work. Now, in Colorado, what they've done is, to encourage people to ride, it's free parking at those park and rides. And they've even built multiple-story parking garages where they could park in the suburbs so then they can ride downtown. You're almost crazy to drive down -- to downtown Denver when you can ride the light rail or ride the mass transit. And so those things have worked. And I think they -- that might help with their short-term solution here.</p> <p>But there hasn't been an alternative for the people that live out north on 281. We know some people that used to live out there, had some beautiful homes, but they've sold them and moved inside 1604 because it took them too long to get to work and they were tired of putting up with the traffic. So those are things that should be planned out ahead of time, and then -- and I know we've tried mass transit on the ballot initiatives in the past, over the last twenty years that we've been here, and it gets defeated. But I think they need to concentrate on -- for example, if they had mass transit on 281, 35, I-10 going downtown, Bandera Road, it could real -- and encouragement for people to ride the mass transit, it could solve a lot of their problems in the short term. And then with advanced planning it could improve a lot of their problems -- avoid problems in the future. But I'm with the Alamo Colleges and I work with the school board members, and I've seen school boards where they have to pay inflated prices and so then they have to pass large bond issues to build schools in these new areas just to buy the land. And then it's not always choice land. It's land that it's very expensive to build on. So that needs to be done up front. If you're going to build so many homes, what's it call for, for schools, where's some buildable land that would be reasonable for the school systems, the school boards to -- to build the new schools on that would be accessible to people in those areas. So the main thing is advanced planning. If you look inside 1604 on 281 there doesn't seem to be a traffic problem. The traffic problem starts when the traffic starts getting outside 1604 or if they're going to try to go onto 1604, and it's mainly because of those traffic lights. The main difference, and this is what I put down in there, is, inside</p>		

Reference #	Comment	Comment Received	Response Number
Continued from 186	1604, 281 has overpasses. As soon as you get outside of 1604, you have traffic lights. Why not do the same thing out there that they've done inside 1604 and you wouldn't have to have anymore lanes of traffic than you currently have inside 1604? It seems that would be a lot faster even than trying to build some enormous ten-lane or twelve-lane highways out there. Build the six lanes with overpasses and then the traffic like the Evans Road, Marshall Road, Borgfeld, they'd just go right under it, turn, and merge with traffic and away they go. But those traffic lights out there are terrible. That's the main cause of all of the traffic jams, which result in pollution, extended trips going to work, accidents, stalling. (Transcribed from Comment Card) One, there is no doubt about the need for 281 improvements. Two, there is no problem on 281 North until you get to 1604. The main difference is that 281 south of 1604 has overpasses at the major intersections. Why not do the same above 1604? This would not require anymore lanes than on the rest of 281.		
187	He said it all.	Verbally	Comment Noted and Considered
188	I'm in favor of doing the original gas-taxed non-tolled plan. It can be started and finished sooner and cost much less. It's a smaller footprint, less invasive to the environment, ten lanes versus 20 lanes. And I'm against the CDAs, and private partnerships, and I'm against tolling existing Right of Way that we have already paid for.	Verbally	12, 19
189	Oh, I'd just like to say that our 281, they need overpasses is what they need. They don't need increased size or a new road or a toll road. They need to eliminate the "Stop" signs -- "Stop" lights and keep traffic flowing. It -- they don't need it in -- This deal that they have with this turnaround thing, I don't see where that's going to work at all. Because if you don't have overpasses you still have to stop, and then traffic has a memory and it's -- you haven't gained anything. Instead of stopping five times, you stop two times and it -- the traffic still stops. It's just a waste of money in my opinion. I'm just definitely against toll roads. I don't think they should have them. It's not right. It's definitely not right to charge the people, and then use that money on another part of the City as just a revenue gain. That's -- that's just not right. I think it would -- it would hurt land values out that way and it would affect people that own property there. I mean, I think that -- and businesses. I think Ancira Winton is a -- is a good example of that with their -- with their Chrysler dealership. He got wind of that and he closed it down and he moved his Chrysler dealership somewhere else. Because if I was a car dealer, I know that if I'm going to buy a car I'm not going to go on a damned toll road to buy it.	Verbally	2, 4, 12, 6
190	My impression is, this should have been done 25 years ago. I mean, the horse is out of the barn. Everything's done. That is all of the territory along the highway corridor there is consumed or spoken for in one way or another. So whatever they do now is really an afterthought having to deal with God knows how many different entities and -- and other, you know, stakeholders.	Verbally	Comment Noted and Considered
191	The whole reason we have this process, this -- tonight's open house is because you want to find out what the public thinks about the -- how the environment will be impacted by this proposed highway project here.	Verbally	1, 22, 5, 12

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Continued from 191	<p>Okay. Well, we -- where should I begin? You -- you had a -- you had a large series of displays to try and orient the public about why this -- their comments were requested, but only in a -- and the public received several packets and information sheets here, but only by -- and let me just underline it here -- Okay. But only if a person -- there's one, two, three, four, five, six, seven, eight, nine, ten -- only if a person read through the entire 20-page information sheet about the coordination plan (the draft coordination plan here) and looked -- searched for something that was buried in just one sentence on Page 3, the -- and quote, "In October 2008, FHWA decided to withdraw the FONSI following TxDOT's announcement regarding irregularities in the procurement of the scientific services contract calling into question components of the environmental document." Only there does a person, with knowledge received earlier from the media, would they realize that this whole process is being forced by the agencies because the feds told them to do so. Okay. And so I, as a citizen, wonder if -- if we -- if the agencies that were required to submit a true environmental impact study -- since those agencies are being allowed to do the same thing all over again, how can -- here's the money -- here's the money statement -- quote, "How can we trust anybody on this?" "How can we trust anybody?" It's a big question of trust. Very fancy displays, but I've seen this -- this show before here. That plus other obvious -- little obfuscations in this 20-page document -- only once -- one sentence on Page 1 does it show that the -- the whole thing is planned as a six-lane tolled facility. That is the only place in 20 pages where the public has -- gets the realization that the whole thing is a toll road that they're planning on building. Yeah. A toll road. And that would -- and that the -- and only if a person, like myself, who's been involved in the --in this issue for several years would know that the --the current lanes are going to be torn up, rebuilt as access roads along the -- the toll roads and with --with -- complete with "Stop" lights and other obstacles to fast travel -- best way I can describe it -- thereby making us (the public) demand toll roads against our will. That's how I see it. I see other things. Little things like euphemistic titles like Transportation System Management, TSM, slash, Transportation Demand Management. I know that that means, just possibly, that private companies are going to manage this stuff. I find this very disturbing, this whole set-up. And then also the -- the fact that the whole thing is for -- to ask us what our opinion is on the environmental impact. Well, it's okay to have a few stations leading up to it, but you had six stations. The only -- only when you get to the fifth one do you get -- get to see the issues dealing with the environment. Other stations, I thought, were needless dealing with what you thought -- what I (the public) thought was good alternative modes of transportation along 281. I -- I thought that was -- questions like that are -- should be reserved for other kinds of forums and hearings. So once -- once again, that -- that tells me that we (the public) are just being essentially bamboozled, B-A-M-B-O-O-Z-L-E-D. You can quote me on that. So, I guess, my final statement comes in the form of a question. How can we trust these transportation agencies in view of all of these major defects that I have mentioned here? That's what I have to say for -- for the record anyway. (Transcribed from Comment Card) The main reason for this meeting was to learn what the citizens think of the impact upon the environment. I can't believe the aquifer would not be affected by this massive toll road construction: This is our "drinking water" under there! And what was not told to us was the fact that overpasses instead would not affect the environment as badly; an initiative originally presented!</p>		

Reference #	Comment	Comment Received	Response Number
192	<p>We NEED HELP! As my former Sunday School Teacher at Trinity surely you see that we need a quick solution and that the voters DO NOT want Tollways! PLEASE HELP US GET TO WORK ON 281 North WITH OVERPASSES or the Right Turn ONLY! The right turn plan looked good that Councilman Row presented to us---where is it? SW Military is timed and if I make one light I make them all...WHY can't 281 North be timed correctly! Makes me wonder if TxDOT does not want them timed correctly so the Governor can get his tollway! This Governor will be defeated on this issue for sure!</p> <p>PLEASE, OH PLEASE INCLUDE 281 NORTH TO BE FIXED WITH OVERPASSES AS ORIGINALLY PLANNED AND BUDGETED FOR. I strongly request you to intervene on behalf of area residents by calling for reinstatement of funding for the original Transportation Improvement Program, which included plans to construct overpasses at Borgfeld, Evans and Stone Oak Parkway. I also ask that TxDOT build an overpass at 281 and Encino Rio to provide for the safe egress of thousands of residents. If you direct TxDOT to use discretionary dollars to reinstate funding for overpass construction, we can finally get this project underway and provide relief to users of US Hwy 281. We then can get to work on time and home safely.</p>	Fax	20, 4, 18, 12, 5
193	<p>I am aware of the Community pressure you, and others, are confronted with while striving to relieve the traffic congestion on 281 North of 1604. I agree doing just that is a worthwhile undertaking, but in your efforts to relieve the 281 problem North of 1604, you could easily transfer the existing problem to the downtown portion of 281. I feel certain you, Alamo RMA and the Texas Highway Department are aware of the existing general slowing, and thus, congestion of early morning 281 South bound traffic South of Hildebrand. Quite frequently, that slowing begins as far North as the Airport entrance. I strongly urge you, ARMA and the Texas Highway Department to make certain your combined efforts don't relieve one undesirable situation only to create another situation worse than the one you eliminate. I also urge the Texas Highway Department to forget making planned changes to 281 beautiful/pleasing to the eye. Make those changes safe and long lasting? Certainly! Maybe the Highway Department could use the funds thus saved to improve Texas Highways in Bexar and surrounding Counties. Anyway, who has time to look at a beautiful highway while driving safely on any highway at 65 mph or, very often, even faster?</p>	Mail	22, 5, 17

Reference #	Comment	Comment Received	Response Number
194	<p>The current traffic conditions on Rte. 281 North between Rte. 1604 and the Comal County line are contributing to the air pollution in the San Antonio Region. Creating a toll road will continue to create air pollution because people will need to stop and idle to pay a toll. Although some people may buy electronic transmitter tags to drive through the toll without stopping; not everyone will purchase one of these tags and will be required to stop and idle to pay the toll. The current conditions and toll road conditions cause people to sit in idling vehicles. Idling vehicles waste money and natural resources. There are currently traffic lights at the intersection of Encino Rio/Rte. 281, Evans Rd./Rte. 281, Stone Oak Pkwy. (TCP)/Rte.281, Marshall Rd./Rte 281, Overlook Pkwy./Rte. 281, Bulverde Rd./281, and Borgfeld Rd./Rte. 281. These 7 traffic lights on Rte. 281 cause people to stop when the lights turn red. Traffic backs-up because of all of the people stopping for these lights, causing thousands of cars to sit and idle waiting for the lights to turn green again. Years ago traffic designers developed interchanges that do not require traffic lights. A good example of one of these interchanges can be observed at the intersection of Rte, 281 and I-410. Expect for the South Rte. 281 to West I-410 this interchange works effectively (this could have been designed better, but I will not digress). Interchanges designed similarly to the Rte. 281/I-410 interchange could be designed and constructed to replace the current 7 stop lights. An alternative to creating an interchange at all 7 intersections would be to allow only right hand turns from a street. For example at Borgfeld Rd. cars would only be able to turn right onto Rte. 281 using a shoulder runaway. The light at Borgfeld would be removed. If someone needed to turn onto Borgfeld from Rt. 281 they would need to use one of the other intersections. These interchanges could be paid for by charging the home builders and commercial builders. The home builders could be charged for each lot that they want to build on. Businesses could be charged for each new building that they want to establish. An additional sales tax in the area could be added to supplement the builder's charges. This money should be designed for the roads only and not be allowed to be used for other purposes. Creating toll roads will only add to the existing problem. If interchanges without stop lights are not built soon air pollution in the area is going to increase.</p>	Mail	20, 8, 22, 5, 12

5.0 OFFICIAL RESPONSE TO COMMENTS

5.1. General Comments and Responses

General Comment 1. We have been waiting for congestion relief for years. Why are we still conducting environmental studies along the US 281 corridor? Why do we need an Environmental Impact Statement?

General Response 1: In recent history, numerous transportation improvements have been completed and proposed along US 281 within the project corridor. These projects have been evaluated under the National Environmental Policy Act through a series of Categorical Exclusions and Environmental Assessments. The environmental documentation history related to these improvements is summarized in the table below.

Table 7. History of US 281 Environmental Documentation

Highway	Limits	Document Type and Approval*	Approving Authority	Approval Date
US 281	Bitters Road to 2.5 miles north of Loop 1604 (Evans Road)	EA – FONSI	FHWA	August 8, 1984
US 281	Sonterra Blvd. (0.4 mile north of Loop 1604) to 2.5 miles north of Loop 1604 (Evans Road)	EA Reevaluation – FONSI	FHWA	December 11, 2000
US 281	At Stone Oak Parkway	CE	FHWA	June 2, 2002
US 281	At Borgfeld Road	CE	FHWA	September 5, 2002
US 281	At Loop 1604 Interchange	CE	FHWA	March 31, 2005
US 281	Loop 1604 to Marshall Road	EA Reevaluation – FONSI	FHWA	May 24, 2005 (Approval Withdrawn)
US 281	Evans Road to Borgfeld Road	EA – FONSI	FHWA	November 8, 2005 (Approval Withdrawn)
US 281	Loop 1604 to Borgfeld Road	EA – FONSI	FHWA	August 14, 2007 (Approval Withdrawn)
US 281	At Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road ("Super Street Project")	CE	FHWA	September 29, 2009
US 281	At Loop 1604 Interchange	CE	FHWA	In Process

*EA – Environmental Assessment, FONSI – Finding of No Significant Impact, CE – Categorical Exclusion

The US 281 (Loop 1604 to Marshall Road) project was let to construction in September 2005. However, a motion for preliminary injunction was filed by Aquifer Guardians in Urban Areas, and People for Efficient Transportation, Inc. (collectively "AGUA") on December 21, 2005 seeking to bar further land clearing and construction on the expansion of US 281 north of Loop 1604 because of inadequate consideration of environmental issues. TxDOT prepared and submitted a letter to FHWA on January 10, 2006 requesting assistance in shaping an appropriate course of action in light of the review of the environmental studies on US 281 projects in northern Bexar County. FHWA reviewed TxDOT's request and concurred that, under 23 CFR § 771.115, TxDOT could proceed with the preparation of a new Environmental Assessment and further concurred with TxDOT's recommendation that a single Environmental Assessment be completed to address the environmental elements and factors for the project in the US 281 corridor from approximately Loop 1604 to Borgfeld Road. With FHWA's concurrence in the initiation of a new environmental document and recognition of issues raised by the public, FHWA withdrew prior environmental clearances on both 2005 US 281 Environmental Assessments, identified in the table above, resulting in the cancellation of construction activities along US 281 from Loop 1604 to Marshall Road. FHWA then directed TxDOT to prepare one comprehensive Environmental Assessment for the US 281 project area from Loop 1604 to Borgfeld Road within Bexar County.

The most recent Environmental Assessment project concluded with FHWA's issuance of a Finding of No Significant Impact or environmental clearance to proceed in August, 2007. A Complaint for Declaratory and Injunctive Relief was filed in February 2008 by Aquifer Guardians in Urban Areas (AGUA), and Texans Uniting for Reform and Freedom (TURF) in US District Court for the Western District of Texas,

San Antonio Division, against FHWA, TxDOT and the Alamo RMA. In October 2008, FHWA decided to withdraw the environmental clearance following TxDOT's announcement regarding irregularities in the procurement of a scientific services contract and calling into question components of the environmental document. FHWA called for the preparation of an Environmental Impact Statement for US 281 from Loop 1604 to Borgfeld Road, and assigned the responsibility of preparing the Environmental Impact Statement to the Alamo RMA. An Environmental Impact Statement is required in order to maintain federal funding eligibility for US 281 transportation improvements, including any transit improvements that would be federally funded. In a November 10, 2008 letter from the FHWA Division Administrator to the TxDOT Executive Director, FHWA wrote that "the Federal Highway Administration will require that an Environmental Impact Statement is required for any future federal transportation project in the US 281 Corridor."

General Comment 2: Why can't we just build the original overpass/ expansion plan?

General Response 2: Without environmental clearance in place, we can not add new capacity (using federal funds) to US 281. The Alamo RMA's US 281 Environmental Impact Statement will help regain environmental clearance for new capacity to be added to US 281, if the Environmental Impact Statement ultimately recommends a build alternative. This action could allow for overpasses and new lanes to be built - or any other option for new capacity.

Overpasses with entrance/exit ramps and frontage roads will be considered as an alternative within the Environmental Impact Statement process.

General Comment 3: When will we see long-term congestion relief in the corridor?

General Response 3: The Environmental Impact Statement process will take approximately three years to complete. Here are some of the project milestones in the process with approximate dates:

- August 2009 – Public Scoping Meeting - Project Need and Purpose
- November 2009 – Public Scoping Meeting – Preliminary Alternatives and Screening Methods
- February 2010 – Public Meeting – Recommended Reasonable Alternatives
- April 2011 – Public Hearing – Draft Environmental Impact Statement
- August 2011 – Public Meeting – Identification of the Preferred Alternative
- February 2012 - FHWA Issues Record of Decision (ROD)

If a build alternative is identified as the selected alternative and the ROD has been issued, the design and construction along the corridor would take approximately three to four years with an estimated completion date of sometime in 2015-2016.

General Comment 4: Questions, Comments, or Concerns regarding the Super Street project

General Response 4: FHWA has approved the environmental document (a Categorical Exclusion) for proposed operational and safety improvements on US 281 at Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road, commonly referred to as the "Super Street Project." The project would temporarily improve traffic flow and increase safety for US 281 commuters between Encino Rio Road and Marshall Road. The project covers approximately 3.1 miles. The Super Street project is estimated to cost \$7.78 million funded through a combination of sources including The American Recovery and Reinvestment Act, the Advanced Transportation District, and the City of San Antonio – District 9. The Super Street project is a separate project from the US 281 Environmental Impact Statement; please direct questions and comments regarding the Super Street project to www.411on281.com under 281 North Corridor Today and US 281 Superstreet.

General Comment 5: What is an Environmental Impact Statement? What alternatives will be studied within the US 281 corridor? What areas of the human and natural environment will be addressed in the Environmental Impact Statement? Where are we at in the Environmental Impact Statement process?

General Response 5: An Environmental Impact Statement provides a decision-making process that encourages and supports public involvement in the determination of the project's need and purpose, alternatives; potential social, economic and environmental impacts; and mitigation measures. A key step in the Environmental Impact Statement process is to identify reasonable alternatives through an alternatives development and screening process.

According to the Council on Environmental Quality's 1983 guidance "reasonable alternatives include those that are practical or feasible from a technical and economic standpoint" and "use common sense." When a large number of alternatives may exist, "only a reasonable number...covering the full spectrum of alternatives, must be analyzed and compared in the Environmental Impact Statement" (Federal Register 46, 18026 [1981]). All reasonable alternatives must meet the project's need and purpose, except the no build alternative that must be carried forward to provide a baseline to compare against all build alternatives.

The No Build Alternative would include the US 281 Super Street improvements, the upgrade to the Loop 1604/US 281 Interchange, all planned short and long-range regional transportation improvements (except the US 281 corridor north of Loop 1604) and short-term minor maintenance and safety improvements that maintain the continued operation of existing US 281 north of Loop 1604.

Previous proposals for the US 281 corridor, such as overpasses with short frontage roads and an expressway facility, will be incorporated into the considerations, development, and study of alternatives for the Environmental Impact Statement. The Public Scoping Meeting on August 27, 2009 presented several transportation options including: bike and pedestrian facilities, expanded bus service, new park and ride lots with transit service, improvements to existing streets and traffic signals on US 281 and adjacent roadways, new carpool and bus lanes, high-capacity transit, expressway lanes with overpasses and frontage roads and no action (which would be no improvements beyond the Super Street Project).

Here is a description of some of the alternatives which could be considered:

Transit – This option could include heavy rail, commuter rail, monorail, street cars, light rail, personal rapid transit, fixed route bus, express bus, and bus rapid transit.

New Parallel Corridors – New corridor to parallel to US 281 between Bulverde Road and Blanco Road.

Expand Parallel Corridors – Improvements to the arterial street network beyond those improvements as planned in the Metropolitan Transportation Plan and the Transportation Improvement Program could occur under this alternative, such as expansions to Blanco Road and/or Bulverde Road. This would divert traffic from US 281 to parallel corridors.

Add lanes to existing US 281 – additional lanes on existing US 281 and no grade-separations or control of access

Grade-Separated Intersections (Overpass Expansion Plan) – grade separation at major intersections; access to adjacent land via short frontages and driveways; does not include continuous frontages

Upgrade existing US 281 to an expressway – convert US 281 to completely grade separated expressway with continuous frontage roads; access to adjacent land uses would be provided through continuous frontage roads; this options could be constructed with at grade, elevated, and/or depressed roadway sections

High-Occupancy Vehicle/High Occupancy Tolloed (HOV/HOT) lanes – add additional HOV/HOT lanes to existing US 281; increase vehicle occupancy rates; this option could be reversible by direction

Growth Management - Focus growth within the urban core and encourage more efficient land use to reduce the travel time required for everyday trips.

Bike and Pedestrian Facilities – This option would include bike lanes and/or sidewalks within the corridor.

Transportation System Management (TSM) – strategies generally refer to the use of easily implemented, low capital cost transportation improvements to increase the efficiency of transportation facilities. Examples of TSM include access management, improved intersection and signal operation, and ridesharing.

Transportation Demand Management (TDM) –generally refers to policies, programs, and actions that are directed towards decreasing single occupant vehicle travel. Examples of TDM include mandatory alternative work schedules and parking management.

The alternative development and screening process will consider stand-alone options along with combinations of two or more of these options.

The areas of the natural environment and human environment which will be addressed within the Environmental Impact Statement include, but are not limited to land use, farmland, socioeconomic resources, air quality, traffic noise, surface and ground water, vegetation, wildlife, threatened and endangered species, floodplains, cultural resources, hazardous materials and visual and aesthetic qualities.

We are currently in the scoping process. The overall goal of this early stage in the process is to define the scope of issues to be addressed in depth in the analyses that will be included in the Environmental Impact Statement. The focus of the Public Scoping Meeting on August 27, 2009 was to solicit comments from the public on the purpose and need for the project. A second Public Scoping Meeting will focus on preliminary alternatives and the alternatives development and screening process.

General Comment 6: How will the Environmental Impact Statement address potential project impacts to property values?

General Response 6: The project's effect on property values will be addressed in the Environmental Impact Statement as part of the social and economic impact assessment. However, it is extremely difficult to accurately predict the effects of a highway project on property values. It is very easy to make unsubstantiated guesses, estimates, claims, and predictions, but as the preparers and authors of the Environmental Impact Statement, we must be able to defend all conclusions. Therefore, if defensible conclusions regarding property values cannot be substantiated, the Environmental Impact Statement will have to disclose that. The project's effect on businesses will also be addressed similarly.

General Comment 7: Will the Environmental Impact Statement addresses potential impacts of tolling to low income and minority populations?

General Response 7: The funding source or sources for the US 281 project has not been determined at this time. However, some of the alternatives evaluated in the Environmental Impact Statement will be tolled and others will be non-tolled. The Environmental Impact Statement will address tolling effects on Environmental Justice (EJ) populations which include minority and low income populations. The Federal Highway Administration and Texas Department of Transportation Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads dated April 23, 2009 and TxDOT's Guidance on the Environmental Process for Toll Roads dated July 2004 will be used to define potential impacts of tolling on low income and minority populations.

General Comment 8: Will the Environmental Impact Statement address air quality?

General Response 8: The Environmental Impact Statement will address air quality including conducting both a Traffic Air Quality Analysis and an analysis for Mobile Source Air Toxics. The Traffic Air Quality Analysis is a project level analysis that determines if a project will adversely affect local air quality such

that carbon monoxide levels would exceed the 1-hour and 8-hour standards. The Environmental Protection Agency requires a worst-case analysis to demonstrate that these standards would not be exceeded under the worst possible conditions. The Environmental Protection Agency has identified a subset of the original 188 air toxics defined in the Clean Air Act as priority Mobile Source Air Toxics. These are benzene, formaldehyde, acetaldehyde, diesel particulate, matter/diesel exhaust organic gases, acrolein, and 1,3-butadiene. A quantitative Mobile Source Air Toxics assessment which measures the level of emissions for each of these priority pollutants will be conducted for each Reasonable alternative to use as a basis of comparison.

General Comment 9: Will the Environmental Impact Statement address traffic noise? What happened to the noise barrier that was promised in the previous study?

General Response 9: A traffic noise analysis following the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise (July 1997) will be completed along the US 281 corridor in association with the Environmental Impact Statement. This analysis will include the determination of the existing traffic noise levels, the prediction of future (in 2035) traffic noise levels and for areas where a noise impact occurs, noise abatement measures (including noise barriers) will be considered. This analysis will be conducted using FHWA's Traffic Noise Model.

The noise barriers proposed in the previous US 281 Environmental Assessment conducted by TxDOT, were withdrawn when FHWA decided to withdraw the environmental clearance. FHWA called for the preparation of an Environmental Impact Statement for US 281 from Loop 1604 to Borgfeld Road.

General Comment 10: Why is the Alamo RMA using an open house format to present information about the US 281 Environmental Impact Statement?

General Response 10: The intent of the meeting format is to provide a free exchange of project views and concerns. The open house format for the Public Scoping Meeting keeps everyone informed about the Environmental Impact Statement process while allowing attendees to discuss their own comments and questions with a variety of subject matter experts through engaging, two-way dialogs. Other attendees may prefer to simply view the exhibits and read the information. All attendees have the opportunity to exchange ideas and provide input on the need for, and possible alternatives to, US 281 transportation improvements. There are lots of different ways for folks to make comments, and these ways were well communicated at the meeting. The ways to make comments included (1) filling out a comment card and dropping it into the comment box or posting it on a board so others could read it; (2) giving comments verbally to a court reporter; (3) submitting comments by fax and/or email; and (4) mailing written comments to the Alamo RMA. The "come-and-go-as-you-please" format also may make it a little more convenient for some to attend.

Following the scoping meeting there will be a written summary of the proceedings, including the comments received, responses to comments, and modifications, if any, to the project resulting from comments. The written summary will be available to the public.

And just to clarify, there will be a Public Hearing as part of the US 281 Environmental Impact Statement and it will occur following the release of the Draft Environmental Impact Statement.

The open house format is widely used because it is a good method of informally interacting with interested members of the public, and is consistent with the objectives and methods of National Environmental Policy Act regarding scoping and public involvement. According to CEQ, scoping is supposed to be an "early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action" (40 CFR 1501.7). The lead agency is called upon to "invite Federal, State, and local agencies, any affected Indian tribe, the proponent of the action, and other interested persons (including those who might not be in accord with the action on environmental grounds". The Agency Scoping Meeting was held earlier in the day, and the opportunity for "other interested persons" is clearly the key objective of the evening session. Regarding public scoping for an Environmental Impact Statement, there are no specific requirements for a Public Hearing

format (other than for the Environmental Impact Statement, which comes later in the Environmental Impact Statement (process) in CEQ or FHWA regulations (e.g., T6640.8A), or the Texas Administrative Code.

Again, at this early stage of the process there is a need to make sure that everyone is heard, including those who may be reticent to speak before large audiences or whose opinions may go against the prevailing sentiment. Some comments from FHWA's Community Assessment "Quick Reference" handbook (FHWA 1996) may be useful:

"Public involvement is not intended to be a separate task in the community impact assessment process but rather fully integrated within planning and project development... The process must provide for an open exchange of information and ideas among the public, community impact analysts, and the entire project development team... Among the "keys to promote open dialogue": provide a non-threatening, open atmosphere; be responsive and honest...and be polite and treat people fairly."

In light of the specific goal of the Public Scoping Meeting, which is to get a broad spectrum of public input to the National Environmental Policy Act scoping process, the open house format has proven to be effective, and produces a useful record for the project. A formal presentation will be incorporated into the open house format for future public meetings.

General Comment 11: What is the role of the Alamo RMA? How is the Alamo RMA funded? The only way that the Alamo RMA can pay back loans is by building toll roads.

General Response 11: The Alamo RMA was established by a unanimous vote of the Bexar County Commissioners Court in December 2003 to bring needed relief to the increasing traffic congestion in Bexar County. It was created to act as the local voice for transportation in the community. It is not a local arm of TxDOT and acts independently. It is overseen by a seven-member Board of Directors, including six members who are appointed by the Commissioners Court and the Chairman, who is appointed by the Governor. Similar to San Antonio Water System and VIA Metropolitan Travel, Alamo RMA Board of Directors serve fixed terms in office, representing officials elected by the voters of each precinct in Bexar County. Since all members are appointed by elected officials, it is accountable to the voters at every level.

Currently, the Alamo RMA is funded through a loan and a grant from TxDOT and through Inter-local Agreement loans from Bexar County and the City of San Antonio.

There are several funding sources which the Alamo RMA could utilize to payback loans or future debt issuances such as local, state and federal revenue, bond revenue, toll revenue, private equity investment or other approved sources.

The Alamo RMA is currently overseeing two non-toll projects utilizing funding from the American Recovery and Reinvestment Act of 2009, and a combination of state and local funds: the US 281 Super Street and the US 281/ Loop 1604 Interchange projects.

General Comment 12: What happened to the TxDOT money that was supposed to be used for the US 281 overpass/ expansion plan? Why can't we use gas tax funding? What happened to the Texas Mobility Funds allocated to US 281? Why can't we use federal stimulus funds? How would any improvements proposed in the US 281 Environmental Impact Statement be funded? Can transportation bonds be used to fund improvements to US 281? Why can't the developers fund congestion relief along the corridor?

General Response 12: In the past, the funds which have been appropriated or identified but never appropriated for improvements along US 281 have either been insufficient to complete the project or have been withdrawn due to external circumstances. Other potential funding sources, such as federal stimulus funds, cannot be used due to the lack of environmental clearance(s) and/or other legal and regulatory constraints. The following have impacted potential funding for the development of the US 281 project:

- **Fuel Taxes.** One of the funding options proposed to expand US 281 was through gas tax funds appropriated by the federal government. However, TxDOT has not been given sufficient gas tax funds to completely fund the project. By 2001, transportation authorities had identified roughly \$43 million in gas tax funds for improvements to US 281, a fraction of the total needed to complete the original project. In recent years, the amount of available funds generated by fuel taxes deposited in the federal Highway Trust Fund (HTF) has gradually decreased. Moreover, the HTF experienced a deficit during the previous fiscal year, which was made up with using special appropriations. Finally, US 281 is forced to compete with other projects in Texas, particularly maintenance and safety projects which have greater priority compared to new construction.
- **The Texas Mobility Fund.** In December 2007, the San Antonio Bexar County Metropolitan Planning Organization (the MPO) allocated \$325 million in Texas Mobility Funds for improvements along US 281 and Loop 1604. Since that action, there have been two subsequent rescissions by the Texas Transportation Commission due to declining revenues for transportation projects at the Federal and State levels. This has reduced the Texas Mobility Fund allocations for US 281 to \$216 million. This funding is programmed over the next ten years and may not materialize, if there are additional rescissions.
- **Federal Recovery Act Funds.** Recovery Act funds or stimulus funds can only be used for “shovel ready” projects which can meet deadlines for the obligation of funds and be environmentally cleared. The US 281 project, north of Loop 1604 does not have an active environmental clearance to allow for new capacity to be added to the corridor. Based on direction from FHWA, new capacity on US 281 north of Loop 1604 will require the preparation of an Environmental Impact Statement.
- **Bonds.** At the present time, the Alamo RMA has no plans to finance US 281 improvements through voter-approved transportation bonds. Because of the potential tax impact, a bond election would be required prior to the sale of these bonds. It is also necessary to ensure that the bonds are within the state’s debt limits. It should be noted that revenue bonds backed by tolls may be issued without a bond election and do not typically count against the state’s and/or local government bond limit.
- **Developer Fees.** In Texas, impact fees can only be imposed on new developments within specifically regulated guidelines. Under state and federal law, impact fees cannot be imposed on existing developments or new developments that have already been approved. Because the area around US 281 has mostly existing developments, this largely precludes the use of development fees for dealing with current traffic problems on US 281. Although the Alamo RMA does not have legal authority to impose impact fees for roadway improvements, these fees can be assessed by the City of San Antonio provided that these funds are be used for new developments with a clearly demonstrated impact on nearby roads.

Funding and/or financing options for US 281 transportation improvements will be considered during the Environmental Impact Statement process. A funding analysis will be completed for the Draft Environmental Impact Statement that identifies potential funding sources for the construction and operation of transportation improvements. Also, all build alternatives in the Draft Environmental Impact Statement will be analyzed for both tolling and non-tolling effects. The Metropolitan Transportation Plan (MTP) – Mobility 2030, which is adopted and periodically updated and amended by the San Antonio-Bexar County Metropolitan Planning Organization, identifies improvements to the US 281 corridor between Loop 1604 and the Comal County Line as “Expand to 6 lane expressway (toll 6 new main lanes) with 4 or 6 non toll outer lanes.” Following the Public Hearing on the Draft Environmental Impact Statement and during preparation of the Final Environmental Impact Statement, funding and/or financing sources will be identified for the Preferred Alternative. The Environmental Impact Statement must be consistent with the MTP in order to advance the project to a Record of Decision (ROD) from FHWA. If the recommendation for the Selected Alternative is different from what is included in the MTP, there are two

options to ensure consistency (1) an amendment to the MTP that reflects the recommendation for the Selected Alternative or (2) the recommendation for the Selected Alternative may have to be revisited within the Environmental Impact Statement.

General Comment 13: Questions, Comments and Concerns regarding the Loop 1604 Environmental Impact Statement.

General Response 13: Loop 1604, from State Highway 151 to IH 35 N continues to see growth, development, and increased traffic congestion. The Loop 1604 Environmental Impact Statement will be the most comprehensive environmental study ever conducted on potential improvements to Loop 1604 from FM 1957 (Potranco Road) to IH 35 North. The Loop 1604 Environmental Impact Statement is an Alamo RMA led study in partnership with the Texas Department of Transportation and the Federal Highway Administration which will examine and recommend strategies for efficiently and effectively addressing mobility and safety issues within the study corridor. The corridor is approximately 32 miles in length and provides circumferential mobility in north central Bexar County.

The Loop 1604 Environmental Impact Statement is estimated to take approximately three years to complete, and will look at and consider a wide array of environmental, socio-economic, and other impacts as alternatives are considered to help address the mobility and safety issues currently and projected to be seen in this corridor. The Loop 1604 Environmental Impact Statement is a separate and independent project with logical termini; and does not depend on the results of the US 281 Environmental Impact Statement process. For additional information on the Loop 1604 Environmental Impact Statement or to submit a comment on this project, please visit www.morefor1604.com.

General Comment 14: Questions, Comments and Concerns regarding the US 281/ Loop 1604 Interchange project.

General Response 14: As part of the American Recovery and Reinvestment Act of 2009 (ARRA), also known as the Federal Stimulus program, the Alamo RMA has received \$140 Million in funding to construct four non-toll direct connectors between US 281 and Loop 1604 on the north side of San Antonio. On March 27, 2009, the Alamo RMA issued a Request for Qualifications for Design / Build teams interested in constructing the non-toll connectors. These four connectors will help provide direct access between these two roadways for approximately 50,000 vehicles a day when construction is finished. The US 281/Loop 1604 Interchange is a separate project from the US 281 Environmental Impact Statement. For additional information on this project or to submit a comment, please visit www.AlamorMA.com.

General Comment 15: If US 281 is expanded as a tolled facility, it would be owned by a foreign and/or private company.

General Response 15: Changes in Texas law that were enacted in 2007 included specific prohibitions against the financing and construction of a toll project on US 281 North through a lease arrangement (called a concession contract, which is a type of Comprehensive Development Agreement or CDA) with a private company regardless if it is U.S. or foreign owned.

If bonds are sold to finance the construction of a tolled or non-tolled roadway, purchase of these bonds are open to many investors subject to state and federal laws that govern their issuance and purchase. While bond investors may include foreign and domestic entities, ownership of the roadway would remain with state or local government jurisdiction.

Under the current law, if a toll facility is built in Bexar County it would have to be publicly owned and revenues generated from the toll system that exceed the cost of operating and maintaining that highway would be used to fund other transportation projects in Bexar County.

General Comment 16: Why does the Environmental Impact Statement process take so long?

General Response 16: The Environmental Impact Statement environmental review is the most robust and comprehensive environmental clearance in terms of process – the process includes a high level of public involvement throughout the analysis, coordination with multiple agencies and organizations, required documentation of plans for conducting an Environmental Impact Statement, along with the detailed analysis of impacts of proposed improvement alternatives. An average Environmental Impact Statement analysis is completed in about 5 years however; the Alamo RMA has set a goal to complete the Environmental Impact Statement process in 3 years. While it may take longer, the Environmental Impact Statement environmental clearance will help ensure that all alternative options are available for the public and stakeholders to consider. And, the high level of public, agency and stakeholder participation with the Environmental Impact Statement process allows all concerns to be fully aired and considered fairly.

General Comment 17: Will the Environmental Impact Statement address the combined impact of all the projects in this area?

General Response 17: The Environmental Impact Statement will address the cumulative impacts of the US 281 project including the direct, indirect and cumulative impacts of proposed Loop 1604 improvements and other reasonably foreseeable improvements (transportation and otherwise) in the area. A cumulative impact has been defined by the President's Council on Environmental Quality's (CEQ's) Regulations for Implementing National Environmental Policy Act as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions." (40 CFR Part 1508.7)

Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Impacts can include both direct impacts, which are caused by an action and occur at the same time and place as the action, and indirect impacts, which are also caused by the action but occur later in time or are farther removed in distance, but which are still reasonably foreseeable. Indirect impacts may include growth-inducing impacts and other effects related to induced changes in the pattern of land use, population density, or growth rate. These impacts include ecological, aesthetic, historic, cultural, economic, social, or health effects (40 CFR Part 1508.8).

General Comment 18: Why can't the timing of the traffic signals along US 281 simply be improved?

General Response 18: The number of cars driving on US 281 during rush hour or peak traffic times overwhelms the function of the traffic signals and repeated efforts to re-time or re-synchronize the signals have not been able to appreciably improve travel speeds or reduce delays. However, one of the benefits of the Alamo RMA's proposed US 281 Super Street project is that it will improve traffic flow by reducing travel times during peak periods between Loop 1604 and Marshall Road. Instead of waiting through multiple traffic signals to turn left, drivers will be able to turn right, enter a protected U-turn lane, and when the main lane traffic is stopped, be able to make a left hand turn to get moving. This interim solution will help provide relief from traffic congestion today, and give the Alamo RMA time to complete the Environmental Impact Statement to identify and provide long-term solutions to the congestion within this US 281 corridor. For more information on the Super Street project, please visit www.411on281.com under 281 North Corridor Today and US 281 Superstreet.

General Comment 19: It is illegal to build a toll road within existing right-of-way which has already been purchased by tax dollars.

General Response 19: Texas Transportation Code Section 228.201(a)(4) states that as long as a highway is reconstructed so that the number of non-tolled lanes is greater than or equal to the number of lanes that existed before the toll lanes were added, the project is not considered a conversion of an existing highway to a toll road. Moreover, state law directly prohibits the conversion of an entire, existing road to a toll facility. In other words, the public must have access to the equal number of non-tolled lanes as it had prior to the addition of the tolled capacity. Depending on the location, there are currently 2 or 3 non-tolled lanes in each direction in the corridor. If the US 281 EIS selects a tolled improvement option,

there would still need to be at least the same number of non-tolled lanes available to the public as exists today.

While the interpretation and application of this law has been criticized and debated, the legislature has not yet made any revisions to change or clarify its intent.

General Comment 20: How was the Public Meeting advertised?

General Response 20: The Public Scoping Meeting was advertised in a variety of ways prior to August 27, 2009. A notice of the public meeting was published in the *San Antonio Express-News*, *La Prensa*, and the *San Antonio Current*. The dates of the publications are included below:

- July 26, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 8E
- July 26, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 5-B
- August 16, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 7E
- August 16, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 4B
- August 23, 2009 – Advertisement (*in Spanish*) in *La Prensa*, Clasificados section, page 4-A
- August 26, 2009 – Advertisement in *San Antonio Current*, College Survival Guide edition, page 28

The project newsletter was published in English and in Spanish and 38,920 copies were distributed both in hardcopy and electronically to adjacent property owners, transportation partners, media outlets, Community Advisory Committee members and other interested parties on August 7, 2009. The following zip codes within and surrounding the US 281 corridor were included in this mailing effort 78258, 78259, 78260, and 78261. Letters (with a project newsletter) were mailed to local, state and federal elected officials on August 11, 2009. A press release and Request for Coverage were sent to local media including weekly newspapers, social publications, the San Antonio News Bureau, television and AM/FM radio stations multiple times between August 25, 2009 and August 27, 2009. In addition, social media such as Twitter, Facebook, and blogs were used to share information about the EIS process and the public scoping meeting with the community.

General Comment 21: How were the average speeds presented on the informational displays at the open house determined?

General Response 21: The traffic data presented graphically at the Public Scoping Meeting was generated using travel time runs conducted between 7:00 am and 9:00 am for the AM peak period and between 4:00 pm and 6:00 pm for the PM peak period. During the PM Peak period, the average speed from Loop 1604 to Evans Road was less than 20 mph. The average speed from Evans Road to Stone Oak Parkway was less than 30 mph. Between Stone Oak Parkway and Marshall Road, the average speed was between 30 and 40 mph. All informational displays presented at the open house on August 27, 2009 are available on www.411on281.com.

General Comment 22: Questions, Comments, Concerns regarding the need and purpose for the project.

General Response 22: The need for improvements to US 281 has resulted from a historic and continuing trend in population and employment growth within the project corridor and surrounding areas. In 1970, when US 281 within the project corridor was a two-lane roadway, the population of US Census Tracts that encompass this area of north central Bexar County and south Comal County stood at only 52 persons. By 2000, the area's population had increased to 41,823. According to the San Antonio-Bexar County Metropolitan Planning Organization, population within this same area is projected to reach 142,240 by 2035. Employment within this area is also projected to grow from an estimated 25,635 jobs in 2005 to 42,182 jobs in 2035. This growth has resulted in increased automobile traffic, travel delay and vehicle crashes.

Without additional transportation improvements it is anticipated that population and employment growth within the US 281 corridor will result in increased levels of vehicular traffic, crashes and travel delays. Without improvements, accessibility within the corridor is anticipated to become increasingly reduced, its functionality as part of a regional transportation system would decline, and the overall community quality of life would diminish. The purposes of US 281 corridor improvements are to address growth, enhance safety, improve functionality and improve quality of life. The purposes for improvements within the US 281 corridor have been developed through public input and will continue to evolve based public and agency involvement in the Environmental Impact Statement process.

General Comment 23: The only reason why an Environmental Impact Statement is necessary is because the Alamo RMA is planning to toll the improvements to US 281.

General Response 23: According to a letter from FHWA to TxDOT dated November 10, 2008, the FHWA will require that an Environmental Impact Statement be prepared for any future federal transportation project in the US 281 Corridor. This document will address potentially significant social, economic and environmental impacts resulting from the transportation improvements. If impacts are found to be significant, mitigation will be incorporated into the Environmental Impact Statement to lessen the severity of the impact. Several factors are considered when determining the level of documentation required to comply with NEPA including (1) impacts that may be both beneficial and adverse; (2) the degree to which the proposed action affects public health or safety; (3) unique characteristics of the geographical area; (4) the degree to which the effects on the quality of the human environment are likely to be highly controversial; (5) the degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks; (6) the degree to which the action may establish a precedent for future actions with significant effects; (7) whether the action is related to other actions with individually insignificant but cumulatively significant impacts; and (8) the degree to which the action may adversely affect resources listed in or eligible for listing in the National Register of Historic Places; (9) the degree to which the action may adversely affect an endangered or threatened species or its habitat; and (10) whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment (Source: NEPA and Transportation Decision Making, FHWA 1992). The question of tolling is only one of many factors and does not -in and of itself- trigger the need for an Environmental Impact Statement.

General Comment 24: When will we be able to vote on this project?

General Response 24: It is important to understand that commenting or providing input during the Environmental Impact Statement process is not a vote on whether an action should take place or not. However, public input can influence the decisions made during this process. The National Environmental Policy Act requires that federal decision makers be informed of the environmental consequences of their decisions.

General Comment 25: It is illegal to use tax dollars to fund services from public relations firms.

General Response 25: Public involvement and public information efforts are required components of the US 281 Environmental Impact Statement process under the provisions of the National Environmental Policy Act of 1969. The public and agency involvement activities associated with the US 281 Environmental Impact Statement focus on milestones throughout the EIS process. The purpose of these activities is not to advocate a particular option it's to keep the public informed and to gather input during this decision making process. Contract and project activities are required to adhere to all applicable federal, state and local laws.

5.2. Specific Comment Responses

Response to Comment 40: There currently are no plans for a stop light to be placed at Wilderness Oak and US 281. The connection of Wilderness Oak between Summer Glen and Canyon Golf is being built by a developer, Tuscany Heights. The plan for construction was approved by the City of San Antonio's planning commission in August of 2009. The timeline for construction is reliant on the developer.

Response to Comment 85: The Average Daily Traffic on the section of US 281 between Sonterra Blvd. and Encino Rio is 80,000 vehicles per day (vpd); 74,000 vpd between Encino Rio and Evans Road, 60,000 vpd between Evans and Stone Oak Parkway; and just over 50,000 vpd between Stone Oak Parkway and the Comal County line. (Source: Proposed US Highway 281 Super Street - Updated Traffic Study, June 2009).

Response to Comment 88: The funding source or sources for the US 281 project has not been determined at this time. If the funding source for the Selected Alternative is identified as tolls, these tolls would be collected electronically which would eliminate the need for toll booths. The funding source or sources would be identified in the STIP/MTP but is subject to change depending on the outcome of the environmental review process and available funding sources prior to letting.

The Environmental Impact Statement will address community impacts, such as increased traffic resulting from drivers seeking alternative routes, which may result from improvements within the US 281 corridor.

Response to Comment 160: Thank you for your time and effort in providing these comments. Below are initial responses to your requests and suggestions. A follow-up meeting with you may be useful in forging a good working relationship as the Environmental Impact Statement proceeds.

The Coordination Plan provides a table showing detailed project activities, participants, actions and anticipated dates for completion. If any dates specified in this Coordination Plan are moved forward in the schedule (to an earlier date), concurrence will be sought from the affected Cooperating Agencies. The public will be made aware of modifications to the Coordination Plan by posting the modified plan to the project website. Additional schedule information will also be kept on the project website.

All environmental analyses will be led by Jacobs. In special areas of analysis, Jacobs is being assisted by other consultants, including: Hicks & Company (bird surveys, indirect and cumulative impacts); Zara Environmental (karst geology and karst species); and Ecological Communications Corporation (cultural resources). The Environmental Impact Statement will contain a list of preparers and their qualifications. We also anticipate involving subject matter experts at meetings of the Community Advisory Committee. This Environmental Impact Statement is a federal document and the lead federal agency is FHWA. FHWA will have final approval in the contents of the Environmental Impact Statement and will ensure compliance with the NEPA process.

The Draft and Final Environmental Impact Statement will identify sources of information regarding all surveys and investigations. Final technical reports developed for use in the Environmental Impact Statement will be publicly available via the project website, and will be appended to the Environmental Impact Statement. Draft versions of technical reports are subject to revision and will be released to the public as these revisions are completed and final versions are approved.

VIA and the Edwards Aquifer Authority have been invited to participate in the Environmental Impact Statement project by 1) providing meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis; 2) participating in coordination meetings and joint field reviews as appropriate, and 3) providing timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of their agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation. VIA has responded in writing to accept the invitation to become a Participating Agency. The Edwards Aquifer Authority has not responded but will nevertheless be regarded as a Participating Agency and efforts will be made to involve them in the project.

Camp Bullis will be included as a Participating Agency.

The ability to access working project files will be restricted to the FHWA, TxDOT, the Alamo RMA and their consultant team. Public release of technical reports and the Draft and Final Environmental Impact Statement will follow after final versions are prepared and approved by FHWA.

The Draft and Final Environmental Impact Statement will be circulated for public review and comment in their entirety, not on a chapter-by-chapter basis. All final technical reports developed for use in the Environmental Impact Statement will be identified in the Table of Contents and included in an appendix to the Environmental Impact Statement. FHWA policy states that "pre-decisional" documents are protected and not releasable until after the document that depends on their content is approved. Final reports will be publicly available as they are completed.

Your suggestions for developing the project need and purpose and alternatives are generally in line with the approach we are taking. Thank you again for these suggestions.

Response to Comment 182: We are currently in the scoping process. The overall goal of this early stage in the process is to define the scope of issues to be addressed at a later stage in the Environmental Impact Statement process. The Environmental Impact Statement will address the cumulative impacts of the US 281 project, including the direct, indirect and cumulative impacts of proposed Loop 1604 improvements.

There were four exhibits presented at the meeting located at Station 5 which addressed water resources in general and water quality. One exhibit depicted the Edwards Aquifer recharge and transition zones, streams and lakes within the corridor. Another exhibit presented information describing how water reaches the Edwards Aquifer; aquatic creatures which depend on the aquifer and threats to these creatures such as changes in water quality. Two additional exhibits displayed information on the effects of development on runoff and sustainable stormwater treatment options. The exhibits are available on www.411on281.com and in **Appendix C** of this report.

6.0 NEXT STEPS

6.1. Meeting Report Posting and Notification of Comments Receiving a Response

The Alamo RMA will, once the meeting report is approved, post the meeting report on the website developed for the exchange of information with the community on US 281 improvements, specifically, www.411on281.com.

The Alamo RMA will, once the meeting report is approved, provide notice to all individuals who submitted a comment and supplied a method to remain in contact. A notice will be sent in the similar medium as the comment was received describing that their comment has been addressed within the meeting report. At this time, the Meeting Report will be available on the website referenced earlier, available for public review in hard copy form at the Alamo RMA offices and at public library locations along the US 281 corridor.

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APPENDIX A
Legal Notices and
Other Methods of Meeting Advertisement

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Announcements and Media Coverage

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SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF BEXAR:

Before me, the undersigned authority, a Notary Public in and for the State of Texas,
on this day personally appeared: Monica Martinez, who after being duly sworn, says that
she is the BOOKEEPER of THE HEARST CORPORATION (SAN ANTONIO EXPRESS-NEWS DIVISION),
a daily newspaper published in Bexar County, Texas and that the publication, of
which the annexed is a true copy, was published to wit:

Date(s) ad published:


07-26-09 07-26-09

apps: 02

ad number: 1210949

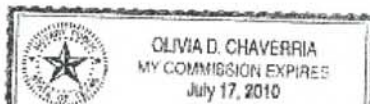
customer: SMITH/ASSOCIATES

account: 050930806


Monica Martinez
Bookkeeper

Sworn and subscribed to before me, this the 27th

day of July A.D. 2009




Olivia D. Chaverria

PUBLIC MEETING NOTICE - US 281 EIS -

The Alamo Regional Mobility Authority (Alamo RMA) will hold a public scoping meeting regarding transportation improvements to US 281 from Loop 1604 to Borgfeld Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment from construction and operation of proposed transportation improvements.

The public is encouraged to attend this first EIS public scoping meeting on Thursday, August 27, 2009, any time between 5:30 pm and 8:00 pm, at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. The meeting will be open-house format with a variety of materials available for viewing. Project team members will be available to discuss issues and answer questions regarding the proposed project and the EIS process.

The purpose of this meeting is to introduce the public to the proposed project, present the preliminary need and purpose, present preliminary alternatives, and gather information from the public about important issues and local concerns, including options for improving mobility within the US 281 corridor.

The public will have the opportunity to make either written or oral comments to be included in the official EIS public record. Written comments will continue to be received through Tuesday, September 8, 2009. If you are unable to attend the scoping meeting please submit written comments to Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5401 or e-mail US281EIS@AlamoRMA.org.

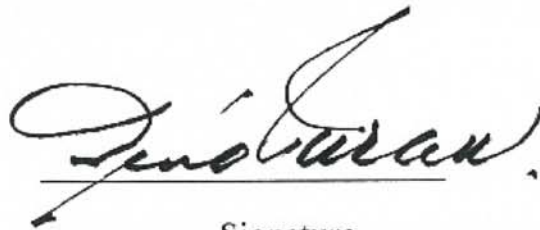
Your participation is encouraged in this important step of the EIS public process. We appreciate your interest in the proposed project and hope you will attend this first public scoping meeting. All exhibits and project handouts will be presented in English, and Spanish-speaking project team members will be available. If you are interested in attending this event and have special communication or accommodation needs or would like to be added to the project mailing list, contact Leroy Alloway at (210) 495-5256 by Thursday, August 20, 2009. The Alamo RMA will make every reasonable effort to accommodate those needs. For more information regarding US 281 and the EIS project, please visit www.411on281.com.

STATE OF TEXAS

COUNTY OF BEXAR

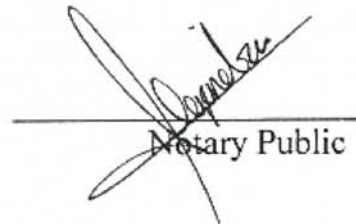
Before me, a Notary Public in and for Bexar County,

This day personally appeared Tino Duran (Title) Publisher of
La Prensa De San Antonio who being duly sworn by oath, stated
That the Smith / Associates is requesting a publication for Bid:
US 281 EIS Legal Notice (Anuncio de reunion publica) and that it
Ran in La Prensa Bilingual Newspaper on the following edition,
July 26, 2009

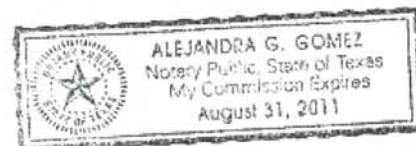


Signature

SWORN AND SUBSCRIBED BEFORE ME THE 27th DAY OF
July, 2009


Notary Public

My Commission expires:



LEGAL NOTICES

**ANUNCIO DE REUNION PUBLICA -
US 281 EIS**

La Autoridad Regional Alamo para la Movilidad (Alamo RMA por sus siglas en inglés) tendrá una reunión pública para explorar y detectar las necesidades ("scoping meeting" en inglés) respecto a los mejoramientos para la carretera US 281 de Loop 1604 a Borgfeld Rd. La Alamo RMA está preparando una Declaración de Impactos Ambientales (EIS por sus siglas en inglés), de acuerdo con el Acta Nacional de Política Ambiental de 1969 (conocido en inglés como NEPA) para analizar los posibles efectos directos, indirectos y acumulativos al medio ambiente humano y natural de la construcción y operación de mejoramientos propuestos al transporte.

Se anima al público asistir a esta primera reunión del público de la EIS para explorar y determinar las necesidades el jueves, 27 de agosto de 2009 en cualquier momento entre las 5:30 p.m. y las 8:00 p.m. en el gimnasio de la iglesia católica St. Mark the Evangelist, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. La reunión efectuará el formato de una exhibición abierta al público (open house) con una variedad de materiales disponibles a la vista. Miembros del equipo del proyecto estarán presentes para dialogar cuestiones y responder a preguntas respecto al proyecto propuesto y el proceso de la EIS.

El propósito de esta reunión es de introducir el proyecto propuesto al público, presentar la necesidad y propósito preliminar, presentar alternativas preliminares, y obtener información del público sobre asuntos y preocupaciones importantes, incluyendo opciones para mejorar la movilidad dentro del corredor de la carretera US 281.

El público tendrá la oportunidad de hacer comentarios por escrito o orales que serán incluidos en el registro público oficial de la EIS. Comentarios por escrito serán recibidos hasta martes, el 8 de septiembre de 2009, éste incluido. Si Ud. no puede asistir a la reunión para explorar y determinar las necesidades, favor de entregar sus comentarios por escrito a Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212. También se puede mandar los comentarios por fax a la Alamo RMA al 210-495-5403 o por correo electrónico a US281EIS@AlamoRMA.org.

Se anima su participación en este paso importante del proceso público de la EIS. Apreciamos su interés en este proyecto propuesto y esperamos que Ud. asistirá a esta primera reunión pública para explorar y determinar necesidades. Todas las exhibiciones y documentos distribuidos del proyecto serán presentados en inglés, y miembros hispanoparlantes del equipo estarán disponibles. Si le interesa asistir a la reunión y tiene necesidades especiales de comunicación o para acomodarse o si gusta ser incluido en la lista de contactos para este proyecto, favor de comunicarse con Leroy Alloway al (210) 495-5256 antes del jueves, 20 de agosto de 2009. La Alamo RMA hará todo esfuerzo razonable para acomodar sus necesidades. Para más información respecto a la carretera US281 y el proyecto de la EIS, favor de visitar el sitio web www.411on281.com.

**SAN ANTONIO EXPRESS NEWS
AFFIDAVIT OF PUBLICATION**

STATE OF TEXAS:

COUNTY OF BEXAR:

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Date(s) ad published:

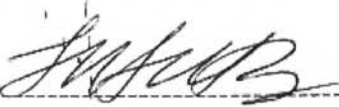
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ad number: 1224741

customer: SMITH/ASSOCIATES

account: 050930806


Monica Martinez
Bookkeeper

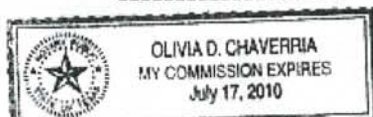
Sworn and subscribed to before me, this the

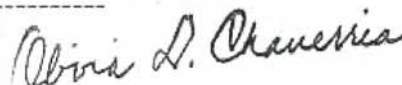
17th

day of August

A.D.

2009





**PUBLIC MEETING
NOTICE
- US 281 EIS -**

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The public will have the opportunity to make either written or oral comments to be included in the official EIS public record. Written comments will continue to be received through Tuesday, September 8, 2009. If you are unable to attend the scoping meeting please submit written comments to Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org.

Your participation is encouraged in this important step of the EIS public process. We appreciate your interest in the proposed project and hope you will attend this first public scoping meeting. All exhibits and project handouts will be presented in English, and Spanish-speaking project team members will be available. If you are interested in attending this event and have special communication or accommodation needs or would like to be added to the project mailing list, contact Leroy Alloway at (210) 495-5256 by Thursday, August 20, 2009. The Alamo RMA will make every reasonable effort to accommodate those needs. For more information regarding US 281 and the EIS project, please visit www.411on281.com.

STATE OF TEXAS

COUNTY OF BEXAR

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This day personally appeared Tino Duran (Title) Publisher of

La Prensa De San Antonio who being duly sworn by oath, stated

That the Smith / Associates is requesting a publication for Bid:

US 281 EIS Legal Notice (Anuncio de reunion publica) and that it

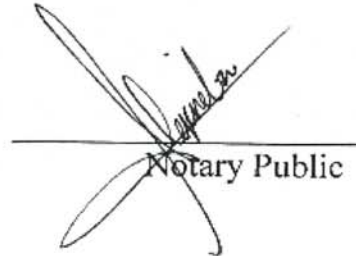
Ran in La Prensa Bilingual Newspaper on the following edition,

August 16, 2009

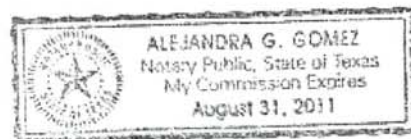


Signature

SWORN AND SUBSCRIBED BEFORE ME THE 17th DAY OF
AUGUST, 2009


Notary Public

My Commission expires:



La Prensa de San Antonio

August 16, 2009

Public Meeting #1

ANUNCIO DE REUNION PUBLICA - US 281 EIS

La Autoridad Regional Alamo para la Movilidad (Alamo RMA por sus siglas en inglés) tendrá una reunión pública para explorar y detectar las necesidades ("scoping meeting" en inglés) respecto a los mejoramientos para la carretera US 281 de Loop 1604 a Borgfeld Rd. La Alamo RMA está preparando una Declaración de Impactos Ambientales (EIS por sus siglas en inglés), de acuerdo con el Acta Nacional de Política Ambiental de 1969 (conocido en inglés como NEPA) para analizar los posibles efectos directos, indirectos y acumulativos al medio ambiente humano y natural de la construcción y operación de mejoramientos propuestos al transporte.

Se anima al público asistir a esta primera reunión del público de la EIS para explorar y determinar las necesidades el jueves, 27 de agosto de 2009 en cualquier momento entre las 5:30 p.m. y las 8:00 p.m. en el gimnasio de la iglesia católica St. Mark the Evangelist, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. La reunión efectuará el formato de una exhibición abierta al público (open house) con una variedad de materiales disponibles a la vista. Miembros del equipo del proyecto estarán presentes para dialogar cuestiones y responder a preguntas respecto al proyecto propuesto y el proceso de la EIS.

El propósito de esta reunión es de introducir el proyecto propuesto al público, presentar la necesidad y propósito preliminar, presentar alternativas preliminares, y obtener información del público sobre asuntos y preocupaciones importantes, incluyendo opciones para mejorar la movilidad dentro del corredor de la carretera US 281.

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Se anima su participación en este paso importante del proceso público de la EIS. Apreciamos su interés en este proyecto propuesto y esperamos que Ud. asistirá a esta primera reunión pública para explorar y determinar necesidades. Todas las exhibiciones y documentos distribuidos del proyecto serán presentados en inglés, y miembros hispanoparlantes del equipo estarán disponibles. Si le interesa asistir a la reunión y tiene necesidades especiales de comunicación o para acomodarse o si gusta ser incluido en la lista de contactos para este proyecto, favor de comunicarse con Leroy Alloway al (210) 495-5256 antes del jueves, 20 de agosto de 2009. La Alamo RMA hará todo esfuerzo razonable para acomodar sus necesidades. Para más información respecto a la carretera US281 y el proyecto de la EIS, favor de visitar el sitio web www.411on281.com.

Consiga la 4-1-1 en US 281

Asista a la primera Reunión Pública para Explorar y Detectar las Necesidades para la Declaración de Impactos Ambientales (EIS por sus siglas en inglés) de la carretera US 281.

27 de agosto de 2009

Exhibición Abierta al Público 5:30 p.m. – 8:00 p.m.

Gimnasio de la Iglesia Católica de St. Mark's the Evangelist

1602 Thousand Oaks Road, San Antonio, 78232

Conozca al equipo de la EIS de la carretera US 281 e infórmese del estudio, platique sobre la necesidad y el propósito para los mejoramientos al corredor de la carretera US 281 y déle voz a sus pensamientos.

www.411on281.com

Autoridad Regional Alamo de Movilidad | 1222 N Main | Suite 1000
San Antonio, Texas 78212 | 210.495.5256 | AlamoRMA.org

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Web Posted: 08/23/2009 12:00 CDT

Agency 'aggressive' on U.S. 281 environmental review

READ

comments (25)



By Josh Baugh - Express-News

RSS | EMAIL | PRINT | SAVE

By 2012, the Alamo Regional Mobility Authority is hoping to have wrapped up the most extensive environmental review ever conducted on U.S. 281, the prerequisite to any long-term relief on the region's most gridlocked stretch of highway.

The results of the federal "environmental impact statement," or EIS, will dictate if and possibly how the U.S. 281 corridor from Loop 1604 to the Comal County line will be improved. No capacity can be added to U.S. 281 without first completing the EIS. It's typically a five-year process, but the RMA hopes to complete it in three years.

"That is the best the best-case scenario in any circumstance," said Terry Brechtel, executive director of the RMA. "We have decided to be aggressive and do some things to try to get this through. A lot of people and a lot of resources are trying to get it done."

Improving U.S. 281 has been a controversial issue here for years because of the potential for toll roads, and it likely will continue to be as the RMA moves forward on its EIS.

Toll critic Terri Hall, the agency's most outspoken opponent, has suggested that the cumbersome environmental review isn't necessary — at least not anymore. Hall was part of a 2008 lawsuit that demanded that an EIS be conducted before any improvements were made to U.S. 281.

Her aim is to take toll roads out of the mix.

The EIS will evaluate, among other things, potential environmental, social and economic impacts that the highway's expansion could have on the corridor. The study is supposed to take in a lot of public input.

It's the type of study that toll opponents and environmental activists sought in a 2008 lawsuit they filed against the Federal Highway Administration, the RMA and the Texas Department of Transportation. Aquifer Guardians in Urban Areas and Texans Uniting for Reform and Freedom sought an injunction blocking tolled highway expansion until an EIS was prepared in compliance with the National Environmental Policy Act, or NEPA.

The groups wanted an EIS conducted jointly on U.S. 281 and Loop 1604. But the RMA is conducting an EIS separately for each highway. AGUA President Enrique Valdivia said that in itself taints the EIS process because it signifies the RMA putting its mark on the process before any outcome is reached.

Clearance yanked

In 2007, the Federal Highway Administration had given environmental clearance to the project based on a lower-level study — an environmental assessment — but the federal agency pulled the OK in 2008 after TxDOT announced that it had discovered irregularities in how its San Antonio district had procured scientific services.

The highway administration then sent a letter to the RMA requiring that an EIS be prepared for any future federal transportation project in the U.S. 281 corridor.

Environmentalists and toll opponents point to their lawsuit as a victory in stopping the project.

But Hall — TURF's founder and director, and a plaintiff in the 2008 lawsuit — says the cumbersome EIS process could be avoided if plans to toll the highway were jettisoned.

RMA officials say it's clear that there's no way around conducting an EIS before adding capacity to U.S. 281. The Federal Highway Administration has said as much in a letter requiring that the study be done before any federal money is spent on U.S. 281. But Hall contends that the yanked environmental clearance only applies to the plan to build toll roads. Based on Hall's reading of the National Environmental Policy Act, a non-tolled plan could undergo an "environmental assessment," or EA, which is a lower-level study.

"We would argue that if you look at NEPA, you could actually do an expedited EA, meaning even faster than a normal EA, which is pretty quick compared to an EIS. And one of the things it says there in NEPA is that you don't have to have public hearings, even. That's a very long process."

If you go...

What: U.S. 281 environmental impact statement public meeting

When: Thursday, 5:30 p.m. to 8 p.m.

Where: St. Mark the Evangelist Catholic Church gym at 1602 Thousand Oaks Drive

Why: The Alamo RMA wants public input for its environmental impact statement for U.S. 281.

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Hall advocates for TxDOT's "original plan," which called for two additional main lanes, bringing the total on U.S. 281 to six, along with four lanes of frontage roads. All the lanes were to be built as non-tolled.

But Leroy Alloway, the RMA's director of community relations, says the footprint has never changed from the "original plan."

"If you look at the plan she's talking about, which is overpasses and frontage roads, and you look at the 2005 plan, they're identical," he said. "You look at the 2007 plan, it's still the same footprint. You're still building the exact same thing. The only difference was the expressway lanes would have been tolled. The frontage roads would have stayed as frontage roads. ... That footprint didn't change."

That's why the EIS should move forward, he said.

Solution sought

Now nobody knows what will be built. That's where the public comes in.

On Thursday, the RMA will hold the first of several public meetings to gather input on how to deal with gridlock in the U.S. 281 corridor. In technical terms, the RMA will determine "need and purpose" that will help guide the outcome of the study — what the "preferred alternative" could be.

Maybe it's the "original plan," or the six tolled lanes that currently appear in the Metropolitan Planning Organization's fiscally restrained Transportation Improvement Plan. Maybe it's passenger rail, bus rapid transit or high-occupancy-vehicle lanes.

Throughout the process, a residents advisory group — which includes seats for AGUA and both of Hall's groups, TURF and the San Antonio Toll Party — will meet and offer input for the EIS.

For Hall, though, it's all for naught.

"At the end of the day, we want to get the overpass and original expansion plan for U.S. 281 funded and fixed and move forward with an expedited EA, and this whole EIS thing will be moot," she said. That is, without toll roads on the drawing board.

But RMA officials say the U.S. 281 corridor is now a "blank slate" and that the EIS will determine the best way to address congestion there. There are a couple caveats: The preferred plan doesn't have to be the most environmentally friendly, and funding sources have to be identified.

The RMA's Brechtel says tolls are on the table and will remain so until another funding source becomes available. There's not enough money from the state or federal governments to build the estimated \$450 million project.

Hall said TURF would push in the 2011 Legislature for an indexed gas tax increase that would cover the cost of constructing freeways.

There are other options, Brechtel says, adding that San Antonio and Bexar County could decide to create a public improvement district or use property taxes to fund the project. More stimulus money could become available. Or a local-option sales tax — shot down in the Legislature this year — could take the place of tolls.

"Federal law says to keep a project going through an environmental study process, you have to have a reasonable revenue source, and today that reasonable revenue source is tolls," Brechtel said. "I've been explaining that to folks on the MPO so they understand how this works."

Brechtel wouldn't speculate on the possibility of shifting trends at the MPO, the local agency that oversees more than \$200 million of federal transportation dollars. Its new chairman, County Commissioner Tommy Adkisson, is a toll opponent and ally of Terri Hall.

Hall said she thinks the MPO could vote to rescind its approval of tolls, effectively deflating the RMA. If Brechtel's concerned about that, she wouldn't say.

A toll-road vote isn't on Monday's MPO agenda, she said, so she's not worried about it "this month."

Comments

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25 comment(s) on "Agency 'aggressive' on U.S. 281 environmental review"

rbuke5 3:38 PM

[Report Abuse](#)

I wanted to respond to JMS. Two million people live in San Antonio. A penny rise in gas prices would result in over \$25 million in revenue just from residences, double that for visitors for at least \$50 million. Do you think a foreign company could toll people enough to pay for profits, toll both's, employees, overhead, and \$50 million to SA? Think! You are either easily deceived or an RMA mole. Read RMAs web site (overpasses.cfm). Instead of telling the truth on why not overpasses, they throw out facts with nothing to do with the issue. First they say, "The FHWA has never given clearance to an 'overpass-only plan' ..." Of course not, no one wants overpasses only, but also the ramps we paid for. Second, "Simply building bridges, without ... frontage roads, is not ... a viable solution ..." SA already has basic overpasses with on/off ramps just like we have in the state, and nation w/o frontage roads. Next they are telling people who paid for this: "The many ... neighborhoods ... would be cut off completely ... without ramps and frontage roads ..." Somebody needs to fire the idiot that wrote this garbage—he must be writing to the uninformed and unaffected—to deceive. No one ever asked not to have ramps as implied—that's ludicrous. Frontage roads are not needed/required, but they throw that in so they can it was not paid for—no, just overpasses/ramps. Next talking about entering high speed highways they say "... we must build frontage roads." What a garbage excuse, many freeways/roads have ramps without frontage roads—in fact, frontage roads make no impact on the enter/exit safety. Ramps w/o frontage exists on many busy/high speed intersection around the city, state, or nation—even the world. Finally, the biggest insult, "Without environmental clearance..." If you could not get clearance for overpasses/ramps, then you could not get it for toll/frontage roads. We need ethical politicians or grass root movement to stop this and get crooks fired!

nmcampbell1 10:54 PM

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Are we the only area in the state that has overbuilt with no roads (and no water)? If the city/county governments allowed the growth then they should also have planned for it? Did these politico's really think that Stone Oak would never develop? Or was all the building permits and sub-divisions approved just dreaming? Why can't we get good government instead of these "light weights"? Neil M. Campbell 19 Trophy Ridge San Antonio, TX 78258



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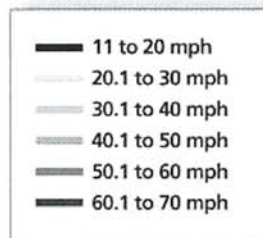
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Travel time

Here's a look at average speeds during evening peak hours along U.S. 281.



Source: Alamo Regional Mobility Authority



EXPRESS-NEWS GRAPHIC

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San Antonio Current
August 26, 2009
Public Meeting #1

**Attend the
First Public
Scoping Meeting
for the US 281**

Environmental Impact
Statement (EIS):

August 27, 2009

Open House

5:30 p.m. - 8:00 p.m.

St. Mark's the Evangelist
Catholic Church Gymnasium
1602 Thousand Oaks Road,
San Antonio, 78232

Meet the US 281 EIS team and
learn about the study, discuss the need
and purpose for improving the US 281
corridor and voice your comments.

Alamo Regional Mobility Authority
1222 N. Main Avenue Suite 1000

San Antonio, TX 78212
210.495.5256 | AlamoRMA.org

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Get the 4-1-1 on US 281

AirCheck Listing Report

Date Range: 2009/08/27 To 2009/08/28



1. AUG 27 2009 5:00PM CT

[] ORDER

KSAT 12 NEWS AT 5:00
KSAT-ABC SAN ANTONIO, TX

Run Time: 1:29

[**04:58:31 PM**] SKY 12 ON TOP OF IT, AS VOLUNTEER FIRE DEPARTMENTS DOWN THERE TRY AND GET THIS GRASS FIRE UNDER CONTROL. RAIN SURE WOULD BE NICE AFTER LOOKING AT THAT, AND YOU CAN SEE THERE IS RAIN IN THE AREA, BUT IT'S SPOTTY IN NATURE. A COUPLE OF STORMS UP TO OUR NORTH AND WEST, WE'LL BE WITH JOHN HONORE IN JUST A BIT TO SEE IF ANY OF THAT IS HEADED TO SAN ANTONIO. GOOD AFTERNOON, I'M URSULA PARI. AND I'M STEVE SPRIESTER.

[**05:01:12 PM**] EMPLOYEES IDENTIFIED THE ROBBER AND HE WAS ARRESTED. HERE WE GO AGAIN. PLANS TO IMPROVE THE NIGHTMARE TRAFFIC SITUATION ON 281 NORTH OF LOOP 1604, GETTING UNDERWAY, THE ALAMO REGIONAL MOBILITY AUTHORITY HOLDING ITS FIRST OPEN HOUSE TONIGHT, TO UPDATE CITIZENS ABOUT THE LATEST ENVIRONMENTAL STUDY NOW UNDERWAY. OUR TIM GERBER LIVE ON NORTHSIDE WHERE THAT MEETING IS ABOUT TO BEGIN. TIM?

[**05:02:57 PM**] THEY HOPE IT WILL CUT DOWN ON SOME OF THE CONTENTIOUS MEETINGS THEY'VE HAD IN THE PAST. FOR NOW REPORTING LIVE ON THE NORTHSIDE, TIM GERBER, KSAT 12 NEWS. THANK YOU, TIM T BEXAR COUNTY AREA GETTING NEARLY \$2 MILLION IN GRANT MONEY TO IMPROVE AND DEVELOP PARK LAND, THAT MONEY WAS ANNOUNCED BY THE TEXAS PARKS AND WILDLIFE COMMISSION TODAY, THE CITY OF SAN ANTONIO AWARDED ONE MILLION DOLLARS TO DEVELOP A FULL THOUSAND SQUARE FOOT URBAN ECOLOGY CENTER AT VOCHER PARK. IN ADDITION THE COUNTY RECEIVED \$750,000 TO RENOVATE AND DEVELOP MISSION COUNTY PARK IN SOUTH CENTRAL T LOCAL MONEY IS THE PORTION OF MORE THAN \$9 MILLION. THAT WAS AWARDED ALL ACROSS THE STATE.



2. AUG 27 2009 6:00PM CT

[] ORDER

KSAT 12 NEWS AT 6:00
KSAT-ABC SAN ANTONIO, TX

Run Time: 2:59

[**05:59:23 PM**] NO WORD ON INJURIES. WE'VE GOT SOME PROMISING SIGNS ON VIPRI 24/7, RAIN. AREAS IN THE HILL COUNTRY SEEING IT, BUT WILL ANY OF IT ACTUALLY REACH SAN ANTONIO PROPER? JOHN HONORE WILL LET US KNOW IN A COUPLE OF MINUTES. BUT FIRST, NEW AT 6, THE SAN ANTONIO RESTAURANT TEAMING UP WITH THE METROPOLITAN HEALTH DEPARTMENT IN THE FIGHT AGAINST OBESITY AND DIABETES. PICO DEGALLO WITH CHANGES TO ITS MENU. OUR STEVE ROLDAN WITH THE PROGRAM MANY HOPE IS THE BEGINNING OF SOMETHING BIG.

[**06:00:14 PM**] SMALLER, HEALTHIER SIZE PORTIONS NOW PART OF A NEW CHILDREN'S MENU HERE. 20 NEW ITEMS INCLUDE ENTREES, SIDE DISHES, DESSERTS AND DRINKS CONTAINING LESS THAN FIVE GRAMS OF FAT. I THINK THIS IS A GREAT START FOR SAN ANTONIO, BUT I THINK THAT PEOPLE ARE GOING TO REALIZE THAT THIS IS A HEALTHY ALTERNATIVE FOR KIDS. THE NEW MENU ITEMS THE FIRST STEP IN WHAT IS BEING CALLED THE HEALTHY RESTAURANT COALITION, PARTNERING PROGRAM WITH METRO HEALTH AND THE SAN ANTONIO RESTAURANT ASSOCIATION. WE NEED TO STAY IN BUSINESS, BUT WE ALSO WANT TO DO THE RIGHT THING. A STEP IN THE RIGHT DIRECTION FOR HEALTHIER CHILDREN, AND THE NEW FOOD CHOICES ALREADY CAUSING EXCITEMENT.

[**06:00:53 PM**] I THINK IT WAS VERY GOOD. I LIKE TO EAT IT. WE ARE THRILLED THIS IS HAPPENING AND WE HOPE IT CATCHES ON WITH OTHER RESTAURANTS IN SAN ANTONIO. THEY ARE ALREADY SERVING UP NEW ITEMS ON THE MENU AT THE RESTAURANT IN DOWNTOWN, THE HOPE IS FOR THE PROGRAM TO TAKE OFF TO PROVIDE HEALTHY CHOICES FOR CHILDREN AND ADULTS IN THE NEAR FUTURE. STEVE ROLDAN, KSAT 12 NEWS.

[**06:01:12 PM**] STEVE ROLDAN, KSAT 12 NEWS. THANK YOU, STEVE. IT COULD MEAN BIG NEWS FOR THE SAN ANTONIO TOYOTA PLANT, THE BOARD OF DIRECTORS TODAY VOTING TO END PRODUCTION OF THE TACOMA PICKUP AT ITS PLANT IN CALIFORNIA, THAT COULD MEAN THAT WORK IN CALIFORNIA WOULD BE MOVING TO SAN ANTONIO, THE BOARD TODAY VOTING TO PULL OUT A PLANT IN NORTHERN CALIFORNIA IN MARCH OF NEXT YEAR. THE TACOMA HAS BEEN BUILT AT THAT PLANT FOR THE LAST 18 YEARS. THE LAST GM VEHICLE RECENTLY ROLLED OFF THE LINE THERE.

[**06:01:50 PM**] LOCAL OFFICIALS HAVE SENT AN INCENTIVES PACKAGE TO TOYOTA IN AN ATTEMPT TO BRING THE WORK HERE. THIS IS A STORY WE CONTINUE TO FOLLOW BUT NOTHING HAS BEEN ANNOUNCED AS OF YET. A TEN YEAR VETERAN WITH THE SAN ANTONIO POLICE DEPARTMENT SUSPENDED WITH PAY AFTER HE ALLEGEDLY BROKE INTO HIS EXGIRLFRIEND'S HOME AFTER SHE REPEATEDLY ASKED HIM TO LEAVE HER ALONE, POLICE CHIEF BILL MCMANUS SAYS OFFICER JASON ROZACKY WILL NOT BE CARRYING A BADGE OR A SERVICE WEAPON AND MUST NOW REMAIN HOME DURING THE WORKDAY. PART OF MY JOB IS TO PROTECT THE PUBLIC TRUST IN THE POLICE DEPARTMENT. THESE KINDS OF INCIDENTS ERODE THAT TRUST, AND SO OUR INTENT IS TO HANDLE THEM IN AN EXPEDITIOUS MANNER, HANDLE THEM SWIFTLY, WITH DUE PROCESS.



3. AUG 27 2009 6:00PM CT

[] ORDER

KSAT 12 NEWS AT 6:00
KSAT-ABC SAN ANTONIO, TX

Run Time: 0:36

[**06:06:16 PM**] FINAL AUTOPSY RESULTS ON SHIN WON'T BE READY FOR SEVERAL WEEKS. CHECK OUT TRANSGUIDE RIGHT NOW, IH-10 AT UTSA BOULEVARD, HEAVY TRAFFIC OUT HERE, BUT HEAVY TRAFFIC THAT IS MOVING. NO MAJOR TRAFFIC TIE-UPS TO TELL YOU ABOUT, SPEAKING OF TRAFFIC, THE ALAMO REGIONAL MOBILITY AUTHORITY HOSTING A OPEN HOUSE TONIGHT TO DISCUSS THE SIERMTAL IMPACT STUDY THAT IT'S GETTING UNDERWAY ALONG HIGHWAY 281 NORTH LOOP 1604, THE STUDY WILL TAKE 3 YEARS TO CONDUCT AT A COST OF ABOUT \$7 MILLION. LOCAL ENVIRONMENTAL GROUP SUED TXDOT SAYING THE STUDIES WERE NOT DETAILED ENOUGH.



4. AUG 27 2009 10:00PM CT

[] ORDER

KSAT 12 NIGHTBEAT
KSAT-ABC SAN ANTONIO, TX

Run Time: 3:07

[**10:00:06 PM**] ALER. FINALLY, RAIN IN SAN ANTONIO, A LIVE LOOK AT I-10 AT WOODLAWN, NOT FAR FROM DOWNTOWN. YOU CAN SEE THE RAIN ON THE ROAD THERE, TWO NIGHTS OF STORMS HOLDING UP AND WE WILL CHECK WITH JOHN HONORE NOW WHO IS FOLLOWING THE STORMS AS THEY MOVE SOUTH? YES, STEVE THE ODDS WERE AGAINST US TONIGHT BUT THE STORMS HAVE HELD TOGETHER AND WE ARE SEEING POCKETS OF HEAVY RAIN SCATTERED ACROSS SAN ANTONIO AND SURROUNDING AREAS, YOU SEE THE GREEN LINES, THEY ARE CALLED OUTFLOW BOUNDARIES, MINIATURE COOLFRONTS THAT ARE BRINGING COOL AIR IN THE THUNDERSTORMS SO IT MIGHT BE WINDY WITH THESE STORMS, POSSIBLY TINY HAIL, NO SEVERE WEATHER OUT THERE. MAINLY WHAT WE ARE GETTING IS BENEFICIAL RAIN, HOW LONG WILL THESE STORMS LAST AND ARE THERE MORE

WHERE THESE CAME FROM, WE WILL TALK ABOUT THAT IN A FEW MINUTE. THANKS, GOOD EVENING, I AM STEVE SPRIESTER. AND I AM URSULA PARI, IT IS OFFICIAL AFTER MONTHS OF SPECULATION, TOYOTA IS MOVING ITS PRODUCTION OF ITS TACOMA PICKUP TRUCK FROM CALIFORNIA TO **SAN ANTONIO**. IT IS PROMISING AS MANY AS 1500 NEW JOBS IN **SAN ANTONIO**. TONIGHT'S STEVE ROLDAN THE REPORT AND A PROMISE TO A MAJOR BOOST IN THE LOCAL ECONOMY. TOYOTA HAS DECIDED TO INVEST ITS TACOMA PRODUCTION HERE AT THE **SAN ANTONIO** MANUFACTURING FACILITY. MAYOR JULIAN CASTRO MAKING THE ANNOUNCEMENT THIS EVENING AT THE BEXAR COUNTY COURTHOUSE. HIM AND BEXAR COUNTY JUDGE NELSON WOLFF RECEIVING THE GOOD NEWS IN A LATE AFTERNOON PHONE CALL. IT IS THE RESULT OF GREAT WORK ETHIC AND FINE ABILITY OF OUR **SAN ANTONIO** WORKFORCE, A WORKFORCE THAT HAS BEEN RECOGNIZED WITH THE EXISTING FACILITY. TOYOTA'S DECISION COMING ON HEELS TO ANNOUNCE THE PRODUCTION FACILITY IN CALIFORNIA, CUTTING 4500 JOBS THERE. **SAN ANTONIO'S** PLANT WOULD GAIN ABOUT A THOUSAND NEW I DON'T JOBS AND POSSIBLY HUNDREDS MORE WITH SUPPLIERS. WE INDISCERNIBLE] FOR THE JOBS THAT WILL BE LOST IN CALIFORNIA AND WE FEEL VERY MUCH FOR THOSE CALIFORNIA, BUT INDISCERNIBLE] CITY LEADERS ESTIMATING AS MANY AS 1,000 TACOMAS COULD BE PRODUCED HERE IN **SAN ANTONIO** AND ADD IT TO THE THOUSANDS OF OPPORTUNITIES THAT WILL BE HAT WILL BE PRODUCED AT THE SOUTH SIDE PLANT. AND COUNT THAT WITH THE NUMBER OF JOBS MAKING ITS WAY TO **SAN ANTONIO**, RIGHT NOW THERE IS NO EXACTLY TIME LINE OF WHEN PRODUCTION WILL BEGIN, IT MAY BE NEXT SPRING, SOUTH OF DOWNTOWN, STEVE ROLDAN, KSAT 12 NEWS. ALSO NEW ON THE NIGHTBEAT, A REWARD BEING OFFERED FOR INFORMATION LEADING TO THE GUNMAN WHO KILLED A SECURITY GUARD OUTSIDE A BINGO HALL. LYLE CASNER WAS ESCORTING AN EMPLOYEE TO HER VEHICLE ON JULY 18TH WHEN A MASKED MAN CALLED OUT FROM UNDER THE CAR AND TRIED TO ROB THE WOMAN.



5. AUG 27 2009 10:00PM CT

[] ORDER

KSAT 12 NIGHTBEAT
KSAT-ABC SAN ANTONIO, TX

Run Time: 1:10

[**10:05:24 PM**] JENNIFER DODD, KSAT 12 NEWS. AFTER NEARLY FIVE YEARS OF DEALING WITH LAWSUITS, PLANS TO GET TRAFFIC MOVING ON 281 NORTH ONCE AGAIN IN MOTION. THE PLANS, ANYWAY, ARE IN MOTION, THE **ALAMO REGIONAL MOBILITY AUTHORITY** HAS STARTED A THREE-YEAR ENVIRONMENTAL STUDY FROM 1604 TO BORGFELD ROAD, IT WAS A RESULT OF A 2007 LAWSUIT FILED BY ENVIRONMENTAL GROUPS THAT MUST BE COMPLETED BEFORE ANY CAPACITY CAN BE ADDED TO THE CLOGGED ROADWAYS. AS THE STUDY MOVES FORWARD, THE TH CITIZENS TO GET THEIR INPUT ON WHAT THEY WANT THE ROADS TO LOOK LIKE. IF IT IS A **TOLL ROAD** AND GETS RID OF OR IF IT IS OVERPASSES, I WOULD PUT A DOLLAR IN THE TOLL. I DON'T CARE, I JUST WANT WANT TO SIT IN 15 MINUTES AND THEN MOVE TO THE NEXT LIGHT AND SIT ANOTHER 15 MINUTE. THE LATEST STUDY IS EXPECTED TO COST \$7 MILLION, SINCE THIS IS THE 16TH TIME IN 1948 THAT AN ENVIRONMENT 1984 THAT THE ENVIRONMENTAL STUDY IS DONE ON THIS, THIS ONE IS DEN BY A LOCAL AGENCY.



6. AUG 27 2009 10:00PM CT

[] ORDER

NOTICIAS 41 A LAS 10
KWEX-UNIVISION SAN ANTONIO, TX

Run Time: 1:50

[**10:02:40 PM**] LA COMPANIA TOYOTA OFICIALMENTE ANUNCIO QUE SU PLANTA AUTOMOTRIZ EN **SAN ANTONIO** SE ENCARGARA DE PRODUCIR CAMIONETAS TACOMAS, UNA NOTICIA QUE AMBOS GOBIERNOS LOCALES ESPERABAN CON ANSIEDAD, SE TRATA DE UNAS 150 MIL CAMIONETAS QUE SERAN AHORA FABRICADAS POR AYO EN LA PLANTA LOCAL Y SE PRONOSTICA EL DESARROLLO DE MAS DE MIL EMPLEOS ADICIONALES PARA **SAN ANTONIO** Y EL CONDADO DE BEXAR, ESTE PROYECTO INYECTARA UNA INVERSION DE MAS DE 100 MILLONES DE DOLARES, TOYOTA ADEMAS ANUNCIO DOLARES, TOYOTA ADEMAS ANUNCIO QUE SUSPENDERA LA PRODUCCION DE AUTOS EN SU PLANTA UBICADA EN FREMONT, CALIFORNIA ELIMINANDO MAS DE 4 MIL EMPLEOS, CONTINUA EL DOLOR DE CABEZA PARA LOS CONDUCTORES QUE VIAJAN POR LA CARRTERA 281 NORTE, PERO A LA VEZ CONTINUAN TAMBIEN LOS PLANES PARA ENCONTRAR UNA SOLUCION A ESTE ANTIGUO PROBLEMA, ANABEL MONGE EN VIVO NOS AMPLIA, JORGE, BRENDA, YA DIO INICIO UN NUEVO ESTUDIO EXTENSO QUE TIENE COMO META BUSCAR LAS SOLUCIONES ADECUADAS A ESTE PROBLEMA, ESTO SIN AFECTAR LA SEGURIDAD PUBLICA Y EL MEDIO AMBIENTE, Y DURANTE EL PROCESO SE BUSCA LA OPINION DEL PUBLICO. DENISE DEVORE, QUISIERA QUE POR ARTE DE MAGIA LAS COSAS SE AGILISARAN EN LA CARRETARA 281 NORTE DE LA LOOP 1604 HASTA LA CALLE BORGFELD. SIN EMBARGO, AQUI NO HAY BARITA MAGICA Y TODO SIGUE SIENDO LENTO.

[**10:03:37 PM**] NAT MEETINGCON ESO EN MENTE SE LE DIO LA LUZ VERDE DURANTE UNA REUNION PUBLICA A UN NUEVO ESTUDIO SOBRE LA ZONA. LA ADMINISTRACION FEDERAL DE CARRETERAS REQUIERE QUE SE HAGA UNA DECLARACION DE IMPACTOS AMBIENTALES ANTES DE QUE SE PUEDA HACER CUALQUIER MEJORAMIENTO MAYOR A LA CARRETERA. BITE 7 SEC PRIMERO, ESTUDIAR Y LUEGO NOS DAN EL EXTENSO ESTUDIO QUE SE COMPLETARA EN TRES AQOS REQUIERE QUE LA AGENCIA "**ALAMO REGIONAL MOBILITY AUTHORITY**" CONSIDERE TODOS LOS POSIBLES MEJORAMIENTOS, POR EJEMPLO, CARRILES ADICIONALES, PASOS A DESNIVEL Y EL TRANSITO, LA META ES REPASAR LAS ALTERNATIVAS Y COMO ESTAS AFECTARIAN LA SALUD PUBLICA, LA SEGURIDAD Y EL MEDIO AMBIENTE. BITE 10 SEC 16:14"Y PUES ES IDEA, ACUIFERO, IMPORTNA CIA DEL AGUA PARA VIVIR. "16:25 LA AGENCIA **ALAMO REGIONAL MOBILITY AUTHORITY** TENDRA CUATRO REUNIONES PUBLICAS, PARA MAS INFORMACION SOBRE LAS SESIONES, USTED PUEDE LLAMAR AL 210-495-5256. ANABEL MONGE, NOTICIAS 41 UNIVISION. EL PROGRAMA FEDERAL QUE OTORGA FONDOS PARA LA COMPRA DE AUTOS NUEVOS BAJO LA INICIATIVA "CASH FOR CLUNKERS" YA ACABO PERO LAS DUDAS SIGUEN ENTRE LOS CONSUMIDORES.



7. AUG 27 2009 10:00PM CT

[] ORDER

NEWS 4 SAN ANTONIO AT 10 PM
WOAI-NBC SAN ANTONIO, TX

Run Time: 3:18

[**10:01:47 PM**] THEY'VE BEEN WITHOUT POWER SINCE AROUND NINE P-M. AND THERE'S A DOWNED POWER LINE ON HOLBROOK THAT'S LEFT ABOUT 600 PEOPLE IN THE DARK. WE'LL BE WATCHING THE WEATHER AND IF IT CAUSES ANY MORE PROBLEMS OVERNIGHT, WE'LL BRING YOU THE INFORMATION FIRST THING IN THE MORNING ON NEWS FOUR WOAI TODAY. BREAKING NEWS, **SAN ANTONIO** POLICE ARE TRYING TO CLEAR UP AN ACCIDENT, AN 18-WHEELER HAS JACKKNIFED ON THE WEST BOUND LANES OF I-10 AT BOERNE STAGE ROAD. NO WORD YET IF THE SLICK ROADS HAD ANYTHING TO DO WITH IT. AS WE LEARN MORE, WE'LL BRING IT TO YOU.

[**10:02:10 PM**] AS WE LEARN MORE, WE'LL BRING IT TO YOU. NEW DETAILS TONIGHT ON A STORY WE BROKE HERE ON NEWS 4 WOAI. TOYOTA, OFFICIALLY, WILL MOVE ITS TACOMA TRUCK MANUFACTURING FROM CALIFORNIA TO **SAN ANTONIO**. THIS MEANS TOYOTA AND ITS SUPPLIERS WILL NEED TO HIRE A LOT MORE PEOPLE. NEWS 4 WOAI'S ERIK RUNGE HAS BEEN FOLLOWING THIS STORY FOR US ALL DAY LONG.

[**10:02:31 PM**] MAKING PHONE CALLS AND CONFIRMING INFORMATION. HE JOINS US WITH ALL THE DETAILS HE'S UNCOVERED. THOSE NEW TRUCKS WILL START BEING MADE HERE NEXT SPRING, THIS NEWS, IS BIG FOR **SAN ANTONIO** BECAUSE WE'RE TALKING ABOUT AT LEAST A THOUSAND JOBS AT THE PLANT AND SUPPLIERS COULD HIRE HUNDREDS MORE, DESPITE AN

EARLIER SLOW DOWN ON TUNDRA PRODUCTION, DESPITE THE SLOWING ECONOMY WORLD WIDE, TOYOTA SEEMS TO BE THE MANUFACTURING PLANT THAT KEEPS GIVING TO **SAN ANTONIO**, MAYOR JULIAN CASTRO/**SAN ANTONIO**) WE LOOK FORWARD TO THE JOBS THAT ARE BEING CREATED IN **SAN ANTONIO** AND BEXAR COUNTY BUT OUR GAIN IS ANOTHER CITY'S LOSS. MORE THAN 46 HUNDRED PEOPLE LOST THEIR JOBS TODAY. THEY BUILT THE TACOMA TRUCK AT A CALIFORNIA PLANT TOYOTA SHARED WITH THE NOW BANKRUPT GENERAL MOTORS.

[**10:03:13 PM**] THEY BUILT THE TACOMA TRUCK AT A CALIFORNIA PLANT TOYOTA SHARED WITH THE NOW BANKRUPT GENERAL MOTORS. AT LEAST A THOUSAND OF THOSE JOBS WILL COME HERE, BUT NOT RIGHT AWAY. MAYOR JULIAN CASTRO/**SAN ANTONIO**) THERE IS SOME TIME BETWEEN NOW AND WHEN THE JOBS WILL GO ON LINE. SO FOR RIGHT NOW I URGE PEOPLE TO SIT TIGHT. IN ADDITION TO THE JOBS, CITY AND COUNTY LEADERS BELIEVE BUILDING THE SMALLER TACOMA ALONG SIDE THE BIGGER TUNDRA WILL HELP KEEP TOYOTA MANUFACTURING TRUCKS HERE FOR A LONG TIME.

[**10:04:21 PM**] GOVENOR RICK PERRY SAYS TOYOTA'S MOVE IS A GOOD EXAMPLE OF HOW TEXAS BUSINESS POLICIES CONTINUE TO HELP THE STATE THROUGH THIS RECESSION. AND TONIGHT NEWS 4 WOAI HIT THE STREETS, AND FOUND OUT **SAN ANTONIO** AGREE. PAULINO GONZALEZ I THINK FOR THE CITY OF **SAN ANTONIO** INCREASING THE NUMBER OF JOBS IS CERTAINLY GOING TO HELP THE ECONOMY PATRICIA BRAWLEY GOOD FOR THE CITY AND WILL HELP A LOT OF PEOPLE THAT NEED WORK YOU CAN READ MORE ABOUT TOYOTA'S DECISION AND THE POTENTIAL IMPACT ON OUR CITY BY LOGGING ON TO WOAI DOT COM AND CLICKING ON NEWS LINKS. NEW TONIGHT, THERE ARE ALLEGATIONS THAT PORN WAS FOUND ON A SOUTH **SAN ANTONIO** EMPLOYEE'S COMPUTER. NEWS 4 WOAI'S MIREYA VILLARREAL IS UNCOVERING THE DETAILS, AND WHAT'S BEING DONE ABOUT IT.

[**10:06:37 PM**] NEW TONIGHT, THE PLAN IS STILL UP IN THE AIR ABOUT HOW TO EASE TRAFFIC ON 281 NORTH OF 1604 TO THE BEXAR COUNTY LINE. TONIGHT PEOPLE WHO LIVE IN THAT AREA GOT TO SEE SEVERAL OF THE POSSIBILITIES. THEY INCLUDE AN ELEVATED HIGHWAY, A **TOLL ROAD**, MAYBE EVEN LIGHT RAIL. IT'S GOING TO BE A LONG PROCESS AND TONIGHT'S MEETING WAS THE FIRST STEP IN DETERMINING ALTERNATIVES. DENISE DEVORE WE'RE VERY INTERSTED IN THE NEW HIGHWAY THEY'RE THINKING ABOUT MAKING.



8. AUG 27 2009 10:00PM CT

NEWS 4 SAN ANTONIO AT 10 PM
WOAI-NBC SAN ANTONIO, TX

Run Time: 0:19

[] ORDER

[**10:07:57 PM**] HE WAS ARRESTED TODAY AND HAS BEEN RELEASED ON BOND. THE CHIEF WANTS YOU TO KNOW, THEY ARE BEING PROACTIVE AND TAKING EXTRA STEPS TO MAKE SURE OFFICERS STAY OUT OF TROUBLE. TONIGHT, **SAN ANTONIO** POLICE ARE TRYING TO SOLVE A MURDER CASE. AND THEY NEED YOUR HELP DOING IT. LYLE KASTNER WAS KILLED LAST MONTH WHILE WORKING AS A SECURITY GUARD.



9. AUG 28 2009 5:00AM CT

GOOD MORNING SAN ANTONIO 5AM
KSAT-ABC SAN ANTONIO, TX

Run Time: 2:06

[] ORDER

[**05:01:07 AM**] STORMS ALL OVER THE AREA. PUDDLES ON THE ROADWAY. WHICH IS GOOD NEWS FOR **SAN ANTONIO**, MIKE. FANTASTIC. TO BE OUTSIDE, SEE THE DIRT STIRRED UP.

[**05:02:56 AM**] 10 AND 35 SOUTH OF DOWNTOWN, TRAFFIC IS STARTING TO PICK UP, BUT SO FAR NO DELAYS. NEW THIS MORNING. **SAN ANTONIO** POLICE TACTICAL RESPONSE UNIT MAKES ANOTHER BIG ARREST. THIS TIME, THEY ARREST A MAN ON AN ACTIVE WARRANT FOR SEXUAL ASSAULT OF A CHILD. JOZANNAH QUINTANILLA HAS BEEN FOLLOWING THE STORY.

[**05:04:41 AM**] THEY DECIDED TO BURN ITSELF OUT. ARSON UNITS ARE INVESTIGATING TO SEE IF IT WAS INTENTIONALLY SET OR FROM A LIGHTNING STRIKE. THE TACOMA TRUCK IS MOVING FROM CALIFORNIA TO HERE IN **SAN ANTONIO**. IT PROMISES AS MANY AS 1,500 NEW JOBS HERE IN SOUTH TEXAS. TOYOTA HAS DECIDED TO INVEST IN TACOMA PRODUCTION HERE IN THE **SAN ANTONIO** MANUFACTURING FACILITY. MAYOR CASTRO MADE THE ANNOUNCEMENT YESTERDAY. THEY WILL RECEIVE THE GOOD NEWS FROM TOYOTA EXECUTIVES IN A LATE AFTERNOON PHONE CALL. THE REFLECTION OF THE GREAT WORK ETHIC AND ABILITY OF THE **SAN ANTONIO** WORKFORCE. A WORKFORCE RECOGNIZED WITH AWARDS AT THE EXISTING FACILITY. THAT IS ON THE HEELS OF THE DECISION TO CLOSE THE FACILITY IN CALIFORNIA. AS MANY AS ONE HUNDRED THOUSAND TACOMAS COULD BE PRODUCED EACH YEAR HERE IN **SAN ANTONIO**. YOU MAY REMEMBER THIS STORY. LYLE CAP NER WAS ESCORTING AN EMPLOYEE TO HER VEHICLE WHEN A MASKED MAN CRAWLED OUT FROM UNDER THE CAR TO ROB THE WOMAN HE INTERVENED AND WAS SHOT IN THE CHEST.



10. AUG 28 2009 5:00AM CT

GOOD MORNING SAN ANTONIO 5AM
KSAT-ABC SAN ANTONIO, TX

Run Time: 0:42

[] ORDER

[**05:06:41 AM**] IT MUST BE COMPLETED BEFORE ANY CAPACITY CAN BE ADDED TO THE ROAD. AS IT MOVES FORWARD, THEY'RE HOLDING A SERIES OF MEETINGS TO EXPLAIN THE PROCESS AND GET THE INPUT FOR WHAT THEY WANT THE NEW ROAD TO LOOK LIKE. A **TOLL ROAD** THAT GETS RID OF LIGHTS, I WOULD THROW IN A DOLLAR. I DON'T WANT TO THE HAVE TO SIT AT A LIGHT FOR 15 MINUTES AND THEN ANOTHER LIGHT FOR 15 MORE MINUTES. AN ENVIRONMENTAL STUDY HAS BEEN DONE CONTINUE APPROXIMATE IS THE FIRST TIME IT IS BEING CONTROLLED BY A LOCAL AGENCY.

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Skepticism abounds on 281/1604 plans

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By Christine Stanley - Contributing Writer/North Central News RSS | EMAIL | PRINT | SAVE

Alamo Regional Mobility Authority spokesman Leroy Alloway had one word to sum up what he's been hearing from residents on the latest attempt to fix U.S. 281 north of the Loop 1604.

"Anger," Alloway said Aug. 27. "They're angry that we're doing another study, that something can't be built. People want relief."

ARMA hosted two public meetings on the U.S. 281 corridor last week. The first, held Aug. 25, briefed residents on ARMA's \$140 million direct connector project for 1604 and 281.

The second, held Aug. 27, marked the first of a series of public meetings on ARMA's environmental impact statement for 281 from 1604 to the Comal County line.

If the Federal Highway Administration were to approve it in 2012, this sweeping environmental study will open the door for gridlock relief on 281, but Alloway said it's impossible to determine at this point which traffic solution would work best.

The EIS will evaluate U.S. 281's expansion and its potential to impact the environment, noise levels and historic structures, among other things.

"Everything's back on the table," Alloway said Aug. 27. "The EIS is a clean slate for this community."

Residents have until Tuesday to let ARMA know what kind of improvements they'd like to see on 281 north of 1604. ARMA will compile those comments as part of the 281 EIS to find a consensus on what would work best for the community.

ARMA could do nothing, work to get more public transportation in the area, build overpasses or construct a full-fledged highway with reconfigured feeder roads, Alloway said.

And a toll road is still on the table, Alloway said — something that doesn't sit well with many.

"The people up here are suffering a lot, we know that," Texans Uniting for Reform and Freedom member Pat Dossey said Aug. 27. "But this is just the tip of the iceberg."

TURF, a vocal anti-toll group, continues to criticize ARMA's plans for 281 north of 1604 and the interchange direct connector project.

For 281 north of the loop, TURF members feel that ARMA should stick with the Texas Department of Transportation's 8-year-old freeway improvement plan, which calls for two additional expressway lanes and four frontage lanes.

The EIS, they say, is a ruse to make way for a toll road, regardless of what residents want. They feel that a lesser environmental study could be conducted to speed up improvements to 281 north of the loop if toll roads were taken off the table.

But ARMA has been mandated to conduct an EIS on that section of 281 for any type of construction improvements, regardless of whether they're tolled or not, Alloway said last week.

FHA officials said the study is a must after TxDOT asked them to pull environmental clearance for a U.S. 281 tollway extension last fall.

While preparing for a federal lawsuit that was filed to stop the toll plan, TxDOT officials discovered a conflict of interest between one of its biologists and her husband, a contractor who worked on various aspects of the toll road's environmental assessment, a lower level of environmental review.

"This (EIS) is a blank slate," Alloway said Aug. 27.

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TURF also feels that ARMA is moving forward with the interchange direct connector project on an inadequate level of environmental review.

Four elevated ramps — sitting 44 feet above 281 frontage roads at their highest — would connect travelers on 281 north to the east and west sides of 1604, and from both sides of the loop to 281 south.

FHA has allowed ARMA to proceed with the direct connector project under what's known as a categorical exclusion. It's the lowest level of environmental review that a construction project can go through, as opposed to the EIS for 281 north of the loop, the most sweeping environmental study required under federal law.

FHA classifies the direct connector project as an "operational and safety improvement" because no continuous lanes are being added to either highway, ARMA officials have said. That's why the direct connector project is allowed to proceed under a lesser environmental review, Alloway said Aug. 27.

TURF members say that the EIS for 281 north of 1604 should cover the direct connector project. Skepticism remains as to whether or not the four connectors will eventually be tolled.

ARMA originally planned to build a total of eight flyovers to connect 281 and 1604 at a cost of \$214 million, Alloway said last week.

The agency was able to drum up \$140 million to complete half of the project, Alloway added.

"I don't want to say that (ARMA) is trying to hide something here, but I think they're trying to hide something here," resident Jack Finger said during ARMA's second public meeting last week. "Tolling has just been put on hold."

ARMA has stressed in previous public meetings and on its Web site that the direct connector project will not be tolled.

On Aug. 25, ARMA lawyer Lisa Alderman said she hasn't heard of any immediate plans for a lawsuit to challenge ARMA's categorical exclusion for the direct connector project.

If such a lawsuit were filed, and if it were successful in forcing ARMA to get the next level of environmental review — an environmental assessment — the direct connector project would probably still be OK, Alderman said.

ARMA must have its \$120 in federal stimulus money obligated for the direct connector project by next March, but it wouldn't take that long to bump the categorical exclusion study up to the level of an environmental assessment, she said.

If any potential lawsuit is successful in forcing ARMA to conduct an EIS for U.S. 281/Loop 1604 interchange improvements, the agency can kiss its direct connectors goodbye.

EIS documents typically take five years to complete, Alderman said, which would push the project way behind its 2010 deadline.

"We hear rumblings, but so far there's been no lawsuit filed," she said.

Comments

1 comment(s) on "Skepticism abounds on 281/1604 plans"

joandavis22 3:57 AM

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that would be "ruse", not "rouse".

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The 4-1-1 on 281

THE LATEST ON THE US 281 ENVIRONMENTAL IMPACT STATEMENT

AUGUST 2009



ALAMO RMA
Alamo Regional Mobility Authority

We Want to Hear From You!

What Is an EIS and How Do I Get Involved?



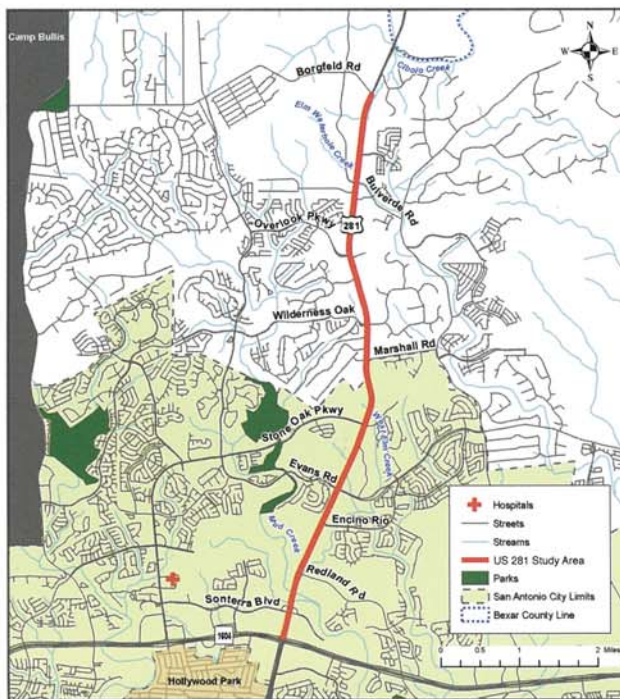
Aerial View of Traffic on US 281

It is the Alamo RMA's goal to ensure that every concern, idea, suggestion and voice be heard as the EIS study moves forward.

The Alamo RMA will hold four public meetings and one public hearing to correspond with milestones in the EIS study. The meetings and public hearing are opportunities for you to learn about the study at its different stages and comment on each part of the EIS stage.

For example, if you think "additional lanes" is the best solution for the corridor, you may provide a detailed comment at the meeting, or within a ten-day window of the meeting, and your comment will become part of the official EIS record and be considered as the various alternatives to be evaluated.

Submit your comments by emailing them to US281EIS@AlamoRMA.org or mailing them to the Alamo RMA. (See sidebar, right.) Providing clear, concise and solution-oriented comments will be more effective than comments that simply oppose or support a proposed alternative.



US 281 Environmental Impact Statement At Loop 1604 to Borgfeld Road

Before any major improvements can be made to the US 281 corridor, from Loop 1604 to Borgfeld Road, the Federal Highway Administration (FHWA) requires an Environmental Impact Statement (EIS) be completed first. An EIS study assists decision makers by detailing proposed alternatives and evaluating the degree to which the proposals affect public health, safety and the environment.

You may recall that several environmental studies have been conducted on the eight-mile stretch of this road. The latest study, an Environmental Assessment, was withdrawn in 2008, and the FHWA mandated that a more extensive EIS be completed. This EIS involves a more comprehensive process to address short- and long-term concerns and solutions related to the complex natural and human environment that coexists in this area.

The EIS study requires the Alamo Regional Mobility Authority (Alamo RMA) to consider all transportation improvement alternatives (additional lanes, overpasses, transit, etc.) along US 281 from Loop 1604 to Borgfeld Road. It also presents an opportunity for the community to help identify and develop alternatives the Alamo RMA can assess.

What's Being Done NOW?

The EIS study is estimated to be completed in three years. Until a long-term solution is available, we have to look at other alternatives to help relieve congestion to the US 281 corridor. The Alamo RMA is already taking measures to improve mobility and safety along the corridor with two projects: the US 281 Super Street and the US 281/Loop 1604 interchange project. Visit 411on281.com to learn more about both projects.

US 281 EIS Community Advisory Committee

To further ensure that community concerns and ideas are heard, the Alamo RMA formed the US 281 EIS Community Advisory Committee (CAC) comprising of stakeholder groups that live or work along the US 281 corridor. The Alamo RMA Board of Directors approved the CAC's member list at its July 2009 meeting. The committee includes representatives of civic, community and environmental groups, educational institutions and businesses located along the corridor. The CAC will meet this month. Be sure to visit 411on281.com for more information about the CAC.

The US 281 EIS Community Advisory Committee will:

- Be a voice of the community related to the EIS study
- Provide input and feedback for the development of mobility solutions that are sensitive to transportation, environmental and social needs
- Create an additional information exchange forum for stakeholders along the US 281 corridor and the Alamo RMA

Ways To Get Involved

As the EIS study moves forward, the Alamo RMA will host public meetings to engage the community, share information and ask the community for their comments.

Public Scoping Meeting #1: Need & Purpose

Why do we need improvements and what kind should be made?

August 27, 2009

5:30 p.m. – 8:00 p.m.

**Open House
(no formal presentation)**

***St. Mark the Evangelist Catholic
Church Gymnasium**

1602 Thousand Oaks Drive

San Antonio, Texas 78232

Join us at the open house to:

- Meet the US 281 EIS Team
- Learn more about the EIS study
- Discuss the need and purpose for transportation improvements within the US 281 corridor
- Submit your comments about options for improving the corridor

If you would like to attend the meeting and have special communication or accommodation needs, please contact the Alamo RMA at 210.495.5256 by Tuesday, August 20th.

If you are unable to attend this meeting and would like your comment included in the record, submit your written comments to the Alamo RMA by September 8, 2009 (ten days following the Public Scoping Meeting date). Please email comments to US281EIS@AlamoRMA.org or send by mail to:

Leroy Alloway
Director, Community Relations
Alamo Regional Mobility Authority
1222 N Main Avenue, Suite 1000
San Antonio, Texas 78212

***The location of the next four meetings will move along the corridor to help accommodate everyone.**

Upcoming Events

The following meetings are tentatively scheduled during the course of the study:

November 2009

Public Scoping Meeting #2: Preliminary Alternatives

February 2010

Public Meeting #3: Reasonable Alternatives

April 2011

Public Hearing: Draft EIS

August 2011

Public Meeting #4: Preferred Alternative

Dear Friends and Neighbors,

I wouldn't be surprised if you're asking yourself, "Another environmental study for US 281? Why can't we fix the congestion problem now?" Before any added capacity can be built, we must first complete the most extensive study ever done on this corridor that will not only look at environmental concerns but also will assess the potential social and economic impact to the US 281 corridor from Loop 1604 to Borgfeld Road. This study is called an Environmental Impact Statement (EIS). You'll be hearing the letters E-I-S a lot over the next three years, the average completion time for the study.

The good news is that the EIS study is already underway and we need your help! The Alamo Regional Mobility Authority (Alamo RMA) wants to accelerate this study and will look at all options to help find a long-term solution that best meets the need of the US 281 corridor. We need your suggestions and want to hear your thoughts on how best to improve mobility. Every idea and option,

whether it has been previously proposed or is brand new, is open for discussion. The Alamo RMA was created to accelerate needed local transportation projects; this includes the heavily traveled US 281 corridor, which has seen tremendous development over the past few years. With the community's input, we're making choices about local mobility needs that will enhance the quality of life and economic growth for everyone in our region. We remain committed to working with our community to ensure your daily travel is quicker and safer when you travel on US 281.

You are a vital part of the EIS study and I thank you in advance for taking the time to get involved.

Sincerely,



Dr. William E. Thornton
Chairman, Alamo Regional Mobility Authority



Stay Informed
Visit 411on281.com regularly for the most up-to-date information about the US 281 corridor. The website is an opportunity for the Alamo RMA to open a two-way dialogue with the community and for the community to learn every detail about the US 281 corridor. We have a new EIS page on the 4-1-1 website. Click on "Environmental Impact Statement." The page will have everything you ever wanted to know about an EIS study and will be regularly updated with information about the ongoing US 281 EIS study.



Get the 4-1-1 on 281

Contact Us
Alamo Regional Mobility Authority
1222 N Main Ave, Suite 1000
San Antonio, Texas 78212
210.495.5256
AlamoRMA.org
US281EIS@AlamoRMA.org
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El 4-1-1 de la 281

LO ÚLTIMO DE LA DECLARACIÓN DE IMPACTOS AMBIENTALES

AGOSTO DE 2009

¡Queremos Saber de Usted!

¿Qué es una EIS y cómo me involucro en el proceso?



Vista Aéreo del Tráfico en US 281

Antes de que se puede hacer cualquier mejoramiento mayor al corredor de la carretera US 281, de Loop 1604 hasta Borgfeld Road, la administración Federal de Carreteras (FHWA por sus siglas en inglés) requiere que primero sea completado una Declaración de Impactos Ambientales (EIS por sus siglas en inglés). Un estudio EIS ayuda a los que están tomando decisiones dándoles detalles de alternativas propuestas y evaluando hasta donde las alternativas afectarán la salud pública, la seguridad y el medio ambiente.

Puede ser que usted se acuerda que se han hecho varios estudios medioambientales de este pedazo de camino de ocho millas. El más recién estudio, un Estudio Ambiental, fue retirado en 2008 y la FHWA mandó que un estudio más extensivo de EIS sea completado. La EIS es un proceso más exhaustivo para dirigirse a asuntos y soluciones de corto y largo plazo relacionados con el complejo medio ambiente natural y humano que coexiste en este área.

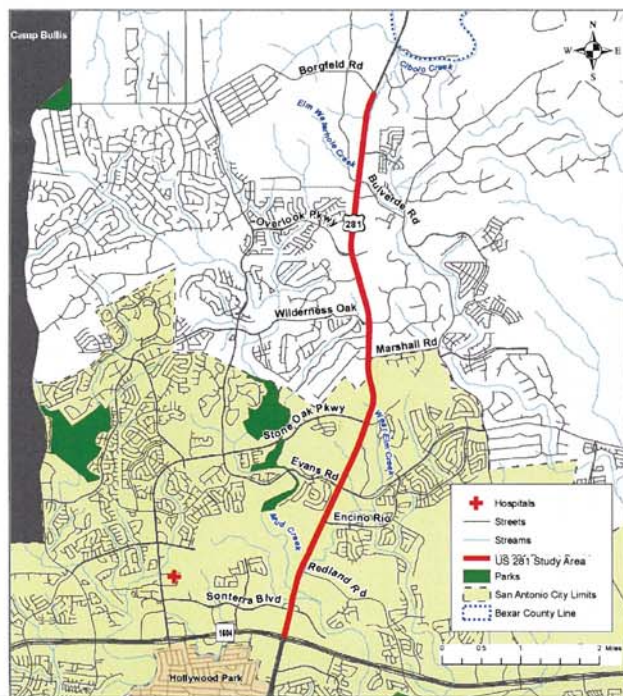
El proceso de la EIS requiere que la Autoridad Regional Alamo de Movilidad (Alamo RMA) considere todas los posibles mejoramientos de transporte (carriles adicionales, pasos a desnivel, tránsito, etc.) por la carretera US 281 de Loop 1604 hasta Borgfeld Road. A la vez presenta la oportunidad para que la comunidad ayude en identificar y desarrollar alternativas que pueden ser evaluadas por la Alamo RMA.

Es la meta de la Alamo RMA de asegurar que cada inquietud, idea, sugerencia y voz se escucha durante este estudio de EIS.

La Alamo RMA convocará cuatro reuniones públicas y una audiencia pública que corresponden a los hitos del estudio EIS. Las reuniones y audiencia pública son oportunidades para que usted pueda aprender acerca del estudio en sus diferentes etapas y comentar sobre cada aspecto de la etapa del EIS.

Por ejemplo, si usted piensa que carriles adicionales es la mejor solución para el corredor, usted puede hacer un comentario detallado en la reunión, o dentro de un período de diez días después de la reunión, y su comentario será parte del acta oficial de la EIS y será considerado cuando evalúan las varias alternativas.

Entregue sus comentarios por correo electrónico al US281EIS@AlamoRMA.org o por correo a la Alamo RMA. (Véase subartículo a la derecha.) Proveyendo comentarios claros, concisos y orientados a soluciones será más efectivo que comentarios que solamente oponen o apoyan a una alternativa propuesta.



Area de la Declaración de Impactos Ambientales de US 281: Loop 410 a Borgfeld Road

¿Qué se está haciendo AHORA?

Se estima que el estudio de la EIS se completa en tres años. Hasta que una solución a largo plazo está disponible, tenemos que buscar alternativas que ayuden a reducir la congestión en el corredor de la carretera US 281. La Alamo RMA está tomando pasos para mejorar la movilidad y seguridad en el corredor de la carretera US 281 con dos proyectos: la Super Calle de US 281 y el proyecto del intercambiador de US 281/Loop 1604. Visite 411on281.com para conocer más de estos dos proyectos.

Comité Asesor de la Comunidad de la US 281 EIS

Para asegurar todavía más que las inquietudes e ideas de la comunidad serán escuchadas, la Alamo RMA formó el Comité Asesor de la Comunidad (CAC) de la US 281 EIS, con representantes de grupos interesados que trabajan o viven por la carretera US 281. La mesa directiva de la Alamo RMA aprobó la lista de miembros del CAC en su junta de julio de 2009. El comité incluye representantes de grupos cívicos, comunitarias y medio ambientales, instituciones educacionales, y negocios situados por el corredor. El CAC se reunirá este mes. No deje de visitar 411on281.com para más información del CAC.

El Comité Asesor de la Comunidad de la US 281:

- Será una voz de la comunidad respecto al estudio de la EIS
- Proveerá insumos y retroalimentación para el desarrollo de soluciones de movilidad que toman en cuenta las necesidades de transporte, medio ambientales y sociales
- Formará un foro adicional para el intercambio de información entre interesados del corredor de la carretera US 281 y la Alamo RMA



ALAMO RMA
Alamo Regional Mobility Authority

Involúcrese

La Alamo RMA convocará reuniones públicas para interactuar con la comunidad, compartir información, y pedirle a la comunidad que comenten sobre el estudio.

Reunión Pública #1 para Explorar y Detectar Necesidades: Necesidades y Propósito

¿Por qué necesitamos mejoramientos y qué clase de mejoramientos se deben de hacer?

27 de agosto de 2009

5:30 p.m. – 8:00 p.m.

(no habrá presentación formal)

St. Mark the Evangelist Catholic Church* (en el gimnasio)

1602 Thousand Oaks Drive

San Antonio, Texas 78232

Acompáñenos en la exhibición abierta al público para:

- Conocer al equipo de la EIS
- Saber más del estudio de la EIS
- Dialogar sobre la necesidad y propósito de los mejoramientos de transporte dentro del corredor de la carretera US 281
- Entregar sus comentarios respecto a las opciones para mejorar el corredor.

Si usted desea asistir a la reunión y tiene algunas necesidades especiales de comunicación o para acomodarse, favor de comunicarse a la Alamo RMA al 210.495.5256 para el martes, 20 de agosto de 2009.

Si usted no puede asistir a la reunión y quiere que sus comentarios sean parte del acta oficial, entregue sus comentarios por escrito a la Alamo RMA para el 8 de septiembre de 2009 (diez días después de la primera reunión pública para explorar y determinar necesidades). Favor de mandar comentarios por correo electrónico a US281EIS@AlamoRMA.org o por correo a:

Leroy Alloway
Director, Community Relations
Autoridad Regional Alamo de Movilidad
1222 N Main Avenue, Suite 1000
San Antonio, Texas 78212

***El local de las próximas cuatro reuniones avanzarán por el corredor para poder acomodar a todos.**

Eventos Próximos

Las reuniones a continuación están programados tentativamente durante el período del estudio:

Noviembre de 2009

Reunión Pública #2 para Explorar y Determinar las Necesidades: Alternativas Preliminares.

Febrero de 2010

Reunión Pública #3: Alternativas Razonables

Abril de 2011

Audiencia Pública: EIS Preliminar

Agosto de 2011

Reunión Pública: Alternativa Preferida

Estimados Amigos y Vecinos,

No me sorprendería si usted se estaba preguntando—¿Otro estudio del medio ambiente para la carretera US 281? ¿Por qué no podemos arreglar el problema de la congestión ahorita mismo? Antes que cualquier capacidad extra pueda ser añadida a la carretera hay que completar el estudio más extenso que se ha hecho de este corredor que identificará los impactos sociales y económicos potenciales al corredor de la carretera US 281 del Loop 1604 hasta Borgfeld Road. Esta clase de estudio se llama una Declaración de Impactos Ambientales (conocido por sus siglas en inglés como EIS). Usted estará escuchando E-I-S mucho durante los próximos tres años, el promedio de tiempo que se lleva para hacer esta clase de estudio.

Las buenas noticias son que este estudio EIS ya está en marcha y necesitamos de su ayuda. La Autoridad Regional Alamo de Movilidad (Alamo RMA por sus siglas en inglés) quiere acelerar este estudio y examinará todas las opciones para encontrar una solución que es la mejor adecuada a largo plazo para las necesidades del corredor de la carretera US 281. Necesitamos sus sugerencias y queremos saber de usted cuales soluciones piensa que serán las mejores para mejorar la movilidad. Cada idea y opción, sea una previamente propuesta o una nueva, será considerada.

La Alamo RMA fue establecida para acelerar proyectos de transporte necesitados al nivel local; ésto incluye el corredor de la carretera US 281 que tiene mucho tráfico y donde ha habido mucha urbanización en estos últimos años. Usando los insumos de la comunidad, estamos tomando decisiones respecto a las necesidades locales de movilidad que mejoran la calidad de vida y el crecimiento económico para todos de la región. Nos mantenemos comprometidos a trabajar con nuestra comunidad para asegurar que sus viajes diarios sean más rápidos y más seguros cuando usted viaja por la carretera US 281.

Usted forma una parte vital del proceso de la EIS y yo le quiero agradecer por adelantado por tomar el tiempo de involucrarse en este estudio.

Sinceramente,



Dr. William E. Thornton
Presidente
Autoridad Regional Alamo de Movilidad



Manténgase Informado
Visite al 411on281.com con frecuencia para la información más actualizada del corredor de la carretera US 281. Este sitio web es una oportunidad para que el Alamo RMA abra un diálogo de doble vía con la comunidad y para que la comunidad aprenda todos los detalles del corredor de la carretera US 281. Tenemos una página nueva de la EIS en el sitio web de 4-1-1: haga click en "Declaración de Impacto Ambiental." La página tendrá todo lo que quisiera saber respecto a un estudio EIS y será actualizada con frecuencia con información tocante al estudio EIS de la carretera US 281.



Consiga el 4-1-1 de la 281

Comúniquese con Nosotros
Autoridad Regional Alamo de Movilidad
1222 N Main Ave, Suite 1000
San Antonio, Texas 78212
210.495.5256
AlamoRMA.org

Declaración de Impactos Ambientales:
411on281.com
US281EIS@AlamoRMA.org

Autoridad Regional Alamo de Movilidad | 1222 N Main Ave, Suite 1000 | San Antonio, Texas 78212 | 210.495.5256



AlamoRMA.org
411on281.com

Letters to Elected Officials

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ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

August 4, 2009

BOARD OF DIRECTORS

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TERRY M. BRECHTEL
EXECUTIVE DIRECTOR

The Alamo Regional Mobility Authority (Alamo RMA) will hold a public scoping meeting regarding transportation improvements to US 281 from Loop 1604 to Borgfeld Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment from construction and operation of proposed transportation improvements.

The public is encouraged to attend this first EIS public scoping meeting on Thursday, August 27, 2009, anytime between 5:30 pm and 8:00 pm, at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. The meeting will be open-house format with a variety of materials available for viewing. Project team members will be available to discuss issues and answer questions regarding the proposed project and the EIS process.

The purpose of this meeting is to introduce the public to the proposed project, present the preliminary need and purpose, present preliminary alternatives, and gather information from the public about important issues and local concerns, including options for improving mobility within the US 281 corridor.

Please feel free to contact Leroy Alloway or Lisa Adelman at 210.495.5256 with any questions on this first Community Open House for the US 281 EIS.

Sincerely,

Terry M. Brechtel
Executive Director

Enclosure - US 281 EIS Community Open House Public Notice

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Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Gonzalez	Charles	20 th Congressional District of Texas	United States House of Representatives B-124 Federal Bldg. 727 E. Durango	San Antonio, TX 78206
Smith	Lamar	21 st Congressional District of Texas	United States House of Representatives 1100 NE Loop 410 Ste 640	San Antonio, TX 78209
Rodriquez	Ciro	23 rd Congressional District of Texas	1950 SW Military Drive	San Antonio, TX 78221
Cuellar	Henry	28 th Congressional District of Texas	615 E. Houston Street Suite 451	San Antonio, TX 78205
Thomas		Administrator City of Fair Oaks Ranch	7286 Diezt Elkhorn	Fair Oaks Ranch, TX 78015
Hoyl	Rita	Assistant City Manager, City of Castle Hills	209 Lemonwood Drive	San Antonio, TX 78213
Casteel, P.E.	David	Assistant Executive Director for District Operations, Texas Department of Transportation	125 East 11th Street	Austin, TX 78701
Russell, P.E.	Phillip	Assistant Executive Director for Innovative Project Development, Texas Department of Transportation	125 East 11th Street	Austin, TX 78701
Rodriguez	Sergio "Chico"	Bexar County Commissioner, Precinct 1	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Elizondo	Paul	Bexar County Commissioner, Precinct 2	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Wolff	Kevin	Bexar County Commissioner, Precinct 3	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Adkisson	Tommy	Bexar County Commissioner, Precinct 4	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Wolff	Nelson	Bexar County Judge	Bexar County Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Beitzel	Gary	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Bustamante	Anna	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Casillas	Marcelo	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Conner	Charles	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
McClendon	Denver	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Rindfuss	James	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Sprague	Gene	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Weiner	Bernard	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204

Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Zarate	Roberto	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Perez		Board Member, District 1 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Rodriguez		Board Member, District 2 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Neathery		Board Member, District 3 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Weaver		Board Member, District 4 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Besnahan	Letti	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Bristow	Randy	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Galindo	Susan	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Hughey	Sandy	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Perkins	Brigette	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Plummer	Beth	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
White	Ed	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Patterson		Board Members, District 1 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Miller		Board Members, District 2 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Rice		Board Members, District 3 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Franklin		Board Members, District 4 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Ellis		Board Members, District 5 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Hughes		Board Members, District 6 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Valdivia		Board Members, District 7 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Pickett	Joe	Chair, House Committee on Transportation	P.O. Box 2910	Austin, TX 78768
Carona	John	Chairman, Senate Committee on Transportation and Homeland	P.O. Box 12068 Capitol Station	Austin, TX 78711

Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
		Security		
Leslie	Bruce H.	Chancellor, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Mitchell	Seth	Chief of Staff, Bexar County	Bexar County Courthouse 100 Dolorosa	San Antonio, TX 78205
Pate	Sean	City Administrator, City of Balcones Heights	City of Balcones Justice Center 3300 Hillcrest Drive	San Antonio, TX 78201
Dailey	Cody	City Administrator, City of Elmendorf	PO Box 717	Elmendorf, TX 78112
Schroder	Rick	City Administrator, City of Helotes	12951 Bandera PO Box 507	Helotes, TX 78023
Morales	Frank	City Administrator, City of Hill Country Village	116 Aspen Lane	San Antonio, TX 78232
Gonzales	Melissa	City Administrator, City of Somerset	7360 E. 6th Street	Somerset, TX 78069
Cran	Ronnie	City Administrator, City of Winderest	8601 Midcrown	Windcrest, TX 78239
Clamp	John G.	City Councilman, District 10	Office of the City Council P.O. Box 839966	San Antonio, TX 78273
Cortez	Philip A.	City Councilman, District 4	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Medina	David	City Councilman, District 5	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Lopez	Ray	City Councilman, District 6	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Rodriguez	Justin	City Councilman, District 7	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Williams	Reed	City Councilman, District 8	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Cisneros	Mary Alice	City Councilwoman, District 1	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Taylor	Ivy	City Councilwoman, District 2	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Ramos	Jennifer V.	City Councilwoman, District 3	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Chan	Elisa	City Councilwoman, District 9	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Waldman	Rebecca	City Manager, City of Alamo Heights	6116 Broadway	Alamo Heights, TX 78209
Hughes	Samuel	City Manager, City of Converse	403 South Seguin	Converse, TX 78109
Tedford	Zina	City Manager, City of Kirby	112 Bauman	Kirby, TX 78219
Lambert	Lanny	City Manager, City of Leon Valley	6400 El Verde Road	Leon Valley, TX 78238
Smith	Matt	City Manager, City of Live Oak	8001 Shin Oak Drive	Live Oak, TX 78233
Buckert	Amy	City Manager, City of Olmos Park	119 W. El Prado Drive	San Antonio, TX 78212
Taylor	David	City Manager, City of Schertz	1400 Schertz Parkway	Schertz, TX 78154
Roberts	Kenneth	City Manager, City of Selma	9375 Corporate Drive	Selma, TX 78154
Longoria	Manuel	City Manager, City of Shavano Park	900 Saddletree Court	Shavano Park, TX 78231

Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Browne	J. Mark	City Manager, City of Terrell Hills	5100 N. New Braunfels	San Antonio, TX 78209
Taylor	Ken	City Manager, City of Universal City	2150 Universal City Blvd.	Universal City, TX 78148
Cooper	Louis	City of Alamo Heights	6116 Broadway	Alamo Heights, TX 78209
De Leon	Suzanne	City of Balcones Heights	City of Balcones Justice Center 3300 Hillcrest Drive	San Antonio, TX 78201
Harper	Marcy	City of Castle Hills	209 Lemonwood Drive	San Antonio, TX 78213
Suarez	Al	City of Converse	403 South Seguin	Converse, TX 78109
Hicks	Thomas	City of Elmendorf	PO Box 717	Elmendorf, TX 78112
Kasprowicz	Dan	City of Fair Oaks Ranch	7826 Dietz Elkhorn	Fair Oaks Ranch, TIC 78015
Darst	Dan	City of Grey Forest	18502 Scenic Loop	Helotes, TX 78023
Schoolcraft	Thomas	City of Helotes	12951 Bandera PO Box 507	Helotes, TX 78023
Francis	Kirk	City of Hill Country Village	116 Aspen Lane	San Antonio, TX 78232
Duffek, Jr.	Johhny	City of Kirby	112 Bauman	Kirby, TX 78219
Riley	Chris	City of Leon Valley	6400 El Verde Road	Leon Valley, TX 78238
Painter	Joe	City of Live Oak	8001 Shin Oak Drive	Live Oak, TX 78233
Tefteller	Ronald	City of Olmos Park	119 W. El Prado Drive	San Antonio, TX 78212
Baldwin	Hal	City of Schertz	1400 Schertz Parkway	Schertz, TX 78154
Parma	Jim	City of Selma	9375 Corporate Drive	Selma, TX 78154
Marne	A. David	City of Shavano Park	900 Saddletree Court	Shavano Park, TX 78231
Cuellar	Paul	City of Somerset	7360 E. 6th Street	Somerset, TX 78069
Camp	J. Bradford	City of Terrell Hills	5100 N. New Braunfels	San Antonio, TX 78209
Williams	John H.	City of Universal City	2150 Universal City Blvd.	Universal City, TX 78148
Leonhardt	Jack	City of Windcrest	8601 Midcrown	Windcrest, TX 78239
Littlepage	Tiffany	City Secretary, City of Bulverde	30360 Cougar Bend	Bulverde, TX 78163
Kinsley	Shannon	City Secretary, City of Grey Forest	18502 Scenic Loop	Helotes, TX 78023
Conaway	Susan	City Secretary, Town of China Grove	2456 FM 1516	San Antonio, TX 78263
Alamia	Janice	City Secretary, Town of Hollywood Park	2 Mecca Drive	San Antonio, TX 78232
Eccleston	Donna	Comal County Commissioner, Precinct 1	199 Main Plaza	New Braunfels, TX 78130
Milikin	Jay	Comal County Commissioner, Precinct 2	199 Main Plaza	New Braunfels, TX 78130
Parker	Gregory	Comal County Commissioner, Precinct 3	199 Main Plaza	New Braunfels, TX 78130
Kennady	Jan	Comal County Commissioner, Precinct 4	199 Main Plaza	New Braunfels, TX 78130
Scheel	Danny	Comal County Judge	199 Main Plaza	New Braunfels, TX 78130
Martinez	Isidro	Director, San Antonio Bexar County	825 South St. Mary's Street	San Antonio, TX 78205

Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
		Metropolitan Planning Organization		
Brown.	Julia	District Deputy Engineer. Texas Department of Transportation	PO Box 29928	San Antonio, TX 78229
Medina	Mario	District Engineer, Texas Department of Transportation	PO Box 29928	San Antonio, TX 78229
Aceves.	Joe	Executive Director of Infrastructure Services, Bexar County	233 North Pecos La Trinidad, Ste 420	San Antonio, TX 78207
Boyer		Executive Director San Antonio Mobility Coalition	13526 George Road Suite 107	San Antonio, TX 78230
Saenz	Amadeo	Executive Director, Texas Department of Transportation	125 East 11th Street	Austin, TX 78701
Scott		General Manager San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Perry	Rick	Governor of the State of Texas	Office of the Governor P.O. Box 12428	Austin, TX 78711
Munoz		III Chairman VIA Board of Trustees	Office of the President / CEO P. O. Box 12489 800 W. Myrtle	San Antonio, TX 78212
Dewhurst	David	Lieutenant Governor of the State of Texas	P.O. Box 12068 Capitol Station	Austin, TX 78711
Jeffrey	Ray	Mayor, City of Bulverde	30360 Cougar Bend	Bulverde, TX 78163
Castro	Julian	Mayor, City of San Antonio	City of San Antonio P.O. Box 839966	San Antonio, TX 78283
Danielson		Ms. Danielson General Manager Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Wilson	Duane	President / CEO, North San Antonio Chamber of Commerce	12930 Country Parkway	San Antonio, TX 78216
Parker	Keith	President / CEO, VIA Metropolitan Transit Authority	PO Box 12489 800 W. Myrtle	San Antonio, TX 78212
Cavazos		President, San Antonio Hispanic Chamber of Commerce	318 W. Houston St. Suite 300	San Antonio, TX 78205
Taylor	Cindy	President, South San Antonio Chamber of Commerce	8005 Crouch Road, Building 624E Brooks City-Base	San Antonio, TX 78235
Cruz	Mary	President, West San Antonio Chamber of Commerce	314E1 Paso	San Antonio, TX 78207
Straus	Joe	Speaker of the Texas House of Representatives	P.O. Box 2910	Austin, TX 78768
Martinez Fischer	Trey	State Representative, District 116	1910 Fredricksburg Road	San Antonio, TX 78201
Leibowitz	David	State Representative, District 117	9107 Marbach Rd Suite 111	San Antonio, TX 78245
Farias	Joe	State Representative, District 118	660 SW Military Drive Suite L	San Antonio, TX 78221
Gutierrez	Roland	State Representative, District 119	3319 Sidney Brooks	San Antonio, TX 78235
McClendon	Ruth	State Representative, District 120	403 S.W. W White Road Suite 210	San Antonio, TX 78219
Corte	Frank	State Representative, District 122	2040 Babcock Suite 402	San Antonio, TX 78229
Villarreal	Michael	State Representative, District 123	1114 S. St. Mary's Suite 110	San Antonio, TX 78210

Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Menendez	Jose	State Representative, District 124	7121 US Highway 90 West Suite 240	San Antonio, TX 78227
Castro	Joaquin	State Representative, District 125	6502 Bandera Suite 106	San Antonio, TX 78238
Miller	Doug	State Representative, District 73	387 W. Mill Street	New Braunfels, TX 78130
Uresti	Carlos	State Senator, District 19	2530 SW Military Drive Ste 103	San Antonio, TX 78224
Zaffirini	Judith	State Senator, District 21	12702 Toepperwein Road Suite 214	San Antonio, TX 78233
Wentworth	Jeff	State Senator, District 25	1250 NE Loop 410 Suite 925	San Antonio, TX 78209
Van de Putte	Leticia	State Senator, District 26	700 N. St. Mary's Street Suite 1725	San Antonio, TX 78205
Middleton	Richard	Superintendent, North East ISD	Suite 602	San Antonio, Texas 78217
Folks	John	Superintendent, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Holmes	Ned	Texas Department of Transportation	Texas Department of Transportation 125 East 11 th Street	Austin, TX 78701
Meadows	William	Texas Department of Transportation	125 East 11 th Street	Austin, TX 78701
Underwood	Fred	Texas Department of Transportation	125 East 11 th Street	Austin, TX 78701
Delisi	Deirdre	Texas Transportation Commission	Texas Department of Transportation 125 East 11 th Street	Austin, TX 78701
Houghton	Ted	Texas Transportation Commission	125 East 11 th Street	Austin, Texas 78701
Perez		The Greater San Antonio Chamber of Commerce	602 E. Commerce	San Antonio, TX 78205
Dunk	Dennis	Town of China Grove	2456 FM 1516	San Antonio, TX 78263
McIlveen	Richard	Town of Hollywood Park	2 Mecca Drive	San Antonio, TX 78232
Blunt, Jr.	Robert	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Britton, Jr.	George	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Chumbley	M'Lissa	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Fields	Randall	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Freeman	Karen	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Holmes	Annie	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Reed	Katie	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238

Press Release

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Contact:

Leroy Alloway
Director, Community Relations
210.378.4399 / 210.495.5256
LAlloway@AlamoRMA.org

FOR IMMEDIATE RELEASE
[August 25, 2009]

Alamo RMA Asks the Community For Their Input at the First US 281 Environmental Impact Statement Meeting

(SAN ANTONIO) – [August 27, 2009] – To mark the official public kick-off for the US 281 Environmental Impact Statement (EIS), the Alamo Regional Mobility Authority (Alamo RMA) is holding a public scoping meeting on Thursday, August 27, 2009. The Alamo RMA needs and wants to hear from the public about how best to improve mobility along US 281, so they are encouraging everyone to attend this open house meeting from 5:30 pm to 8:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232.

Users of US 281 continue to see development, and consequently congestion, from Loop 1604 to Borgfeld Road, but before any long-term improvements can be made, an EIS must be completed. This EIS is the most extensive study ever conducted on US 281, and to date, only one other EIS has been completed in Bexar County. An EIS assists decision makers by detailing proposed transportation improvement alternatives and evaluating the degree to which the proposals affect public health, safety and the environment.

The community is an integral part of the EIS study, so it is the Alamo RMA's intent to ensure that every concern, idea, suggestion and voice be heard throughout this three-year study. These ideas and options, whether previously proposed or brand new, are open for discussion.

At this first EIS meeting, the public will have the opportunity to:

- Meet the US 281 EIS team
- Learn more about the EIS study
- Discuss the need and purpose for transportation improvements within the US 281 corridor
- Submit comments about options for improving the corridor

As the EIS moves forward, the Alamo RMA will continue to host public meetings to engage the community, share information and ask the community for their comments.

For up-to-date information related to the EIS and other US 281 projects, please visit www.411on281.com or call (210) 495-5256.

About the Alamo Regional Mobility Authority

Overseen by a seven-member Board of Directors, the Alamo RMA includes a professional staff and consultant team that are committed to finding ways to empower our local community to take charge of our transportation future. The purpose of the Alamo RMA is to provide Bexar County with opportunities to accelerate needed transportation projects - through the direction of a local board making local choices about local mobility needs - that enhance the quality of life and economic growth for all residents in our region.

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Request for Coverage

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Contact:
Leroy Alloway
Director, Community Relations
210.378.4399 / 210.495.5256
LAlloway@AlamoRMA.org

FOR IMMEDIATE RELEASE
[August 27, 2009]

Request for Coverage – Alamo RMA Asks the Community For Their Input at the First US 281 Environmental Impact Statement Meeting

- WHAT:** To mark the official public kick-off for the US 281 Environmental Impact Statement (EIS), the Alamo Regional Mobility Authority (Alamo RMA) is holding a public scoping meeting on Thursday, August 27, 2009. The Alamo RMA needs and wants to hear from the public about how best to improve mobility along US 281 from Loop 1604 to Borgfeld Road.
- WHEN:** Thursday, August 27, 2009
Open house: 5:30 – 8:00 p.m. (no formal presentation)
- WHERE:** **St. Mark the Evangelist Catholic Church Gymnasium**
1602 Thousand Oaks Drive
San Antonio, Texas 78232
- WHO:** Alamo RMA Board Members, Dr. Bill Thornton and Mr. Ray Diaz
US 281 EIS team
Members of the Public
- MORE:** Users of US 281 continue to see development, and consequently congestion, from Loop 1604 to Borgfeld Road, but before any long-term improvements can be made, an EIS must be completed. This EIS is the most extensive study ever conducted on US 281, and to date, only one other EIS has been completed in Bexar County. An EIS assists decision makers by detailing proposed transportation improvement alternatives and evaluating the degree to which the proposals affect public health, safety and the environment.

The community is an integral part of the EIS study, so it is the Alamo RMA's intent to ensure that every concern, idea, suggestion and voice be heard throughout this three-year study. These ideas and options, whether previously proposed or brand new, are open for discussion.

At this first EIS meeting, the public will have the opportunity to:

- Meet the US 281 EIS team
- Learn more about the EIS study
- Discuss the need and purpose for transportation improvements within the US 281 corridor
- Submit comments about options for improving the corridor

As the EIS moves forward, the Alamo RMA will continue to host public meetings to engage the community, share information and ask the community for their comments.

For up-to-date information related to the EIS and other US 281 projects, please visit www.411on281.com or call (210) 495-5256.

About the Alamo Regional Mobility Authority

Overseen by a seven-member Board of Directors, the Alamo RMA includes a professional staff and consultant team that are committed to finding ways to empower our local community to take charge of our transportation future. The purpose of the Alamo RMA is to provide Bexar County with opportunities to accelerate needed transportation projects - through the direction of a local board making local choices about local mobility needs - that enhance the quality of life and economic growth for all residents in our region

###



[News Directors, etc.]
[Media Outlet]
[Address]
[San Antonio TX]

August 20, 2009

BOARD OF DIRECTORS

DR. WILLIAM E. THORNTON
CHAIRMAN

M. CRISTINA RODRIGUEZ
VICE-CHAIR

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SECRETARY/TREASURER

JAMES R. REED

ROBERT S. THOMPSON

CHRISTEL VILLARREAL

TERRY M. BRECHTEL
EXECUTIVE DIRECTOR

Re: Invitation to Preview the US 281 Environmental Impact Statement
Public Meeting on August 27, 2009 at 4:00 p.m.

Dear [Insert Name],

Dan Rather once said, "Americans will put up with anything provided it doesn't block traffic." With that in mind, it seems that many local residents using US 281 from Loop 1604 to Borgfeld Road have been very tolerant as we continue to see expansion and, consequently, increased congestion along that stretch of the corridor. Before any long-term solutions can commence, however, the completion of an Environmental Impact Statement (EIS) is required.

To mark the official kickoff of the study, the Alamo Regional Mobility Authority (Alamo RMA) is holding a public scoping meeting on Thursday, August 27, 2009. You're invited to attend a special press-only preview that day from 4:00 p.m. - 5:00 p.m. (Details below.)

We hope you will take advantage of this specially allotted time to view related exhibits and interview Alamo RMA representatives. For media members in broadcasting, this is an excellent opportunity to obtain sound bites in time for your early-evening programs as we embark on this three-year study affecting all San Antonio residents.

If you wish, please stay for the open house portion of the meeting which runs from 5:30 p.m. to 8:00 p.m. At this time we will introduce the community to the US 281 EIS study and team, discuss the purposes for improving mobility along the corridor and take comments and suggestions from the public.

Meeting Specifics for US 281 EIS Public Scoping Meeting #1:

Media-Only Preview: 4:00 p.m.-5:00 p.m.

Public Meeting: 5:30 p.m.-8:00 p.m.

St. Mark the Evangelist Catholic Church Gymnasium

1602 Thousand Oaks Drive, San Antonio, Texas 78232

To confirm your attendance at the media preview and inquire about the EIS, please contact Leroy Alloway, Alamo RMA Director of Community Relations, at LAlloway@AlamoRMA.org or 210.495.5256. For additional information, please visit our website at 411on281.com.

Whatever the ultimate outcome of the US 281 Environmental Impact Statement, the surrounding community it serves will be the greatest barometer of its success. To that end, the Alamo RMA is committed to addressing the concerns of every interested community member as the study moves forward. We look forward to your partnership in keeping the public engaged over the next several years as we strive toward finding the best long-term solution to the congestion impacting US 281.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Thornton', with a stylized, flowing script.

Dr. William E. Thornton
Chairman
Alamo Regional Mobility Authority

Enclosure:
US 281 EIS Newsletter

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Media Kit

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ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

US 281 Environmental Impact Statement

Public Meeting

August 27, 2009

MEDIA KIT



Get the 4-1-1 on 281



US 281 Environmental Impact Statement
Public Meeting
August 27, 2009
STATION EXHIBITS

Contents of Media Kit

- (1) Press Release (available on **Appendix A**)
- (2) Newsletter (available on **Appendix A**)
- (3) Meeting Handouts (available on **Appendix C**)
- (4) Slide Presentations (available on **Appendix C**)
- (4) Exhibits (available on **Appendix C**)

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Media List

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Media List

Television Stations

- KSAT
- KENS
- KABB
- KLRN
- WOAI
- KWEX
- KVDA

AM Radio Stations

- KTSA
- WOAI
- Texas Public Radio

FM Radio Stations

- KAJA, 97.3
- KCYX, 100.3
- KONO, 101.1
- KQXT, 101.9
- KSTX, 89.1
- KSYM, 90.1
- KXXM, 96.1
- KZEP, 104.4

Daily Newspapers

- San Antonio Express News

Weeklies

- San Antonio Business Journal
- La Prensa
- North Central News
- North San Antonio Times
- Northwest Weekly
- The Herald – Northeast
- Southside Reporter
- Rumbo
- San Antonio Current

San Antonio News Bureau

- Associated Press

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APPENDIX B

Sign-In Sheets

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1:00 P.M. – 3:00 P.M.

Sign-In Sheet

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BA

US

MEDIA

US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

MEDIA

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
Anabel Monge	411 E Durango	SA TX		amonga@univision.net		
T. Garber	1454T			news@ksat.com		
Samuel Belitty				UNIVISION		
Bill Molina	Po Box 1544	Helotes TX	78023	strompictures@earthlink.net		
Josh BAUGH	SA EN	SA TX	78205			
Rev. Jesus	WOAT PM 1200					
Christine Stanley	433 Queens Crescent	SA, TX	78212	oks0007@gmail.com		

media

BP

281 EIS



ELECTED OFFICIALS

US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

ELECTED OFFICIALS

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (✓)
	Street	City, State	Zip	E-Mail		
Councilwoman Chan Tiffany Covington District 9	900 Isom Suite 102	San Antonio TX	78216	tiffany.covington@sanantonio.gov	341-2390	

Elected OFFICIALS

BF

281 EIS



US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
BABBIE MIEL	1404 Adams Road	Bulverde TX	78163-1904	dbmiel@jvta.com	(830) 980-7595	
NIKKI KUHNS	331 Twisted Wood	SA, TX	78216	jdk5630@msu.com	(210) 481-9162	
Julie Brown	TXDOT			jbrown1@dot.state.tx.us		
ENRIQUE VALDIVIA	530 Donaldson	SA TX	78201		210 212 3707	
Heidi Creamer	1910 Thicket Trail	SA TX	78248			
Ted Smith	2576 Fawn Oak	SA TX	78232		210-838-7549	
John Ostrander				johnbostrander@yahoo		
Janette Dizon	206 Morningfield	SA TX	78209-4738		210-826-5930	
Larry Shumway	113 Canal Crest	Bulverde	78163	Lutz1way@aol.com	830 438-6183	
Elena Serna	331 Avant Ave	SA TX	78210	elena@aguifer	210-320.1457	

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org

(GEAA)

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US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
Carmella Williams	16718 Parkstone	San Antonio	78232			
Jimmie L Binkley	5157 Honeysuckle Br	Bulverde	78163			
Donald + Linda Zientz	5749 Circle Oak	Bulverde	78163			
Keith Lindsay	2027 SUNDERRIDGE DR	SAN ANTONIO	78260			
Charles Reddy	3526 Edge View	SA	78255			
Randy Wilkins	1702 SEINFELD G	Houston TX	77069			
Gerald Greenlee	Crystal Ridge	SA TX	78259			
Art Dawley	730 Arch Stone	SA TX	78258			
Lois Gregory	1734 Grayson Way	SA TX	78248			
Gloria Es Robles	138 Antler Cir.	SA TX.	78232			

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August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (✓)
	Street	City, State	Zip	E-Mail		
Catherine Lopez	2322 Ruby Sunset	S.A TX	78232	—	—	
JR MARTINEZ	25150 SUMMIT CREEK	SA, TX	78232			
STAN HOGGARD	519 Misty Water Ln	SA TX	78260			
THERESA CLAYTON	814 ST.	AUSTIN, TX	78701	—	—	
Cece Elliott	141 Ridge Trail	SATX	78232	CE		
Duane Wilson	2230 ESTATE DRIVE	SATX	78260			
LUIS HURTADO	341 REGENT CIR	SAT	78231			
Frank Jaster	15010 Country Morning	SAT	78247	fjaster@cectexas.com		
J.M. Gonzalez	15723 Arkley Manor	SATX	78247			
CRAIG STONG	15920 Reyes Ridge	Holotes TX	78023			

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US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (✓)
	Street	City, State	Zip	E-Mail		
ALEX TOARES						✓
Dale Patenaude (Patenaude)	13311 Sorrelly	SAN ANTONIO TX	78232	D.Patenaude@aol.net D.Patenaude@ATT.net		
JOHN D Pavlovsk	15903 Windcave	SATX	78232	jakojj@aol.com		
Monroe French	461 Stealth	Spring Branch	78070	mfrench@GUTC.COM		
Pauline French	461 Stealth	Spring Branch	78070	MFRENCH@GUTC.COM		
FABIAN L. PEARCE	2019 OAK VISTA	SAN Antonio	78232	SAM.PEARCE@SBCGLOBAL.NET		
Jesse S. Covarrubias	3838 N.W. Loop 410	SAT	78229			
CHARLES MCBRIDE	2215 SAWGRASS RIDGE SUMMERGLEN	SA	78260	CMCBRIDE40@YAHOO.COM		
ROBERT HENDERSON	115 Canyon View	SA, TX	78232	rh3@satx.vv.com		
Brydon Juon	214 Silentbluff	SATX	78216			

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US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publis info (v)
	Street	City, State	Zip	E-Mail		
Maria G. Rodriguez	2007 Oak Vista	S.A. TX	78232	maria8972@hotmail		
Ramon Religuy	2007 OAK VISTA	SAT.	78232			
Antonio Padilla	7209 Whispering Willows	Austin TX	78745			
MIKE PERKINS	2500 HEATACAPATH	SA TX	78232			
KWAKU OBERG-BAMPAS	11501 BRASWICK	SA, TX	78213	kob_77@yahoo.com		
BEBB FRANKS	112 E. PECAN	SA TX	78205			
Tom Faus	2914 Old Lane	SAT	78217			
Loretta Schieinger	11158 Vance Jackson	SA TX	78213			
MR/MRS ANDREW RAKIN	#413 20550 Huebner Rd.	SA, TX	78258			
GENIEVA HENDERSON	115 CANYON VIEW	SA, TX	78232			

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August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
JONATHAN BEAN	4615 NW Loop 410	San Antonio		jbean@dot.state.tx.us	605-5825	
RON SCHUNATTER	1138 VICTORIA LN	SPRING BRANCH	78070			
Nancy Jimenez						✓
Michelle Bensenberg						✓
TIM REED	7317 ACHTON	SA	78229			
KEN PHELPS	18222 CRYSTAL COVE	SA	78259			
DON P. DIXON	206 TURNINGSTONE DR	SA	78209		210 826 5930	
Andrew Polunsky	3223 Oakleaf Dr	SA	78209	APOLunsky@hotmail.com	210-882-0505	
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St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publis info (v)
	Street	City, State	Zip	E-Mail		
Tom Troll	19935 Encino Breake		78259	tatroll@sattell	210 497-2334	
Ron Van Kirk	2696 Pebble Dawn		78232	ronvanKirk@aol.com	210 491 0567	
Brigitte Perkins	2500 Heather Path		78232	brigperk@sattx.rr.com	771-4527	
GANESH Ganesh Karkee	1100 NW Loop 410	San Antonio	78213	g-karkee@tamu.edu	979-9411	
George Del Gallo	Grand Oak	Hollywood TX	78232			
CF	Encino Rio					
Viki Melton	Big Springs		78258			
Daryl Elgarbo	85 N2 Loop 410 ste 600	SA TX	-	delgarbo@hntb.com		
David Martinez	31801 Bantels Rd	Bullverde TX	78163			
Cynthia Coss	5845 Woodridge Oaks	San Antonio	78249	ccoss@hntb.com		

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St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publisl info (v)
	Street	City, State	Zip	E-Mail		
Alfred Murillo	911 Central prkn	SA. TX.	78232	Alfred.murillo@jacobs.com		
BRAD PEEL	15626 DUNE MEADOW	SA TX	78248	bpeel@hntb.com		
Cindy Kovacic	2800 US Hwy 281 N	SA, TX	78212	ckovacic@csnes.org		
Margaret Starkey	Encino Loop	SA, TX	78259			
ELVIA GARCIA	212 Sharon	SA TX	78217			
Todd Compton	10899 I430 W #320 SATX 78248	SATX	78249	tcompton@tedsi.com		
Rosalinda Helwig	727 Mesa Ridge 78258	SATX	78258	CUINSA@shoglobal.net		
Dominick Cicelli	16416 ROUGH OAK	SATX	78232			
BJ						
STEPHEN ROWBOUGH	15123 ELKTON Rd	SATX	78232			

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Name PLEASE PRINT	Address				Phone	Don't publisl info (v)
	Street	City, State	Zip	E-Mail		
DOLORES MARTINEZ	1330 CANYON PARKE	SA TX	78232			
SAMUEL BELILTY	3638 PINNACLE DR.	SA. TX	78261	SBELILTY@UNIVISION.NET	(210) 242 7446	
Celeste Morris						✓
Ted West	300 E. 8 th ST	Austin	78701			
Matt Barker	1528 Nightgale					
MEL BOREL	703 TURTLE HILL SA 78	SA TX	78260	MBOREL@SBCGLOBAL.NET	210- 403-3969	
VELMA SPRUEL WILLIAMS	3614 EAGLE CANYON	SA TX	78247			
KEN DOLAT	2935 LOW OAK	SA TX	78232			
GLORIA ALLEN	1916 BROKEN OAK	SAT	78232			
STEVEN GRAH	10107 Reunion Place	SAT	78216	S		

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St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
Gloria C. Arriaga	8700 Tesoro Dr.	SA TX	78217	garriaga@ecog.com	362-5201	
Carroll DeVore	22019 Oriole Hill Dr	SA TX	78258	MAJOR DEGREZ@SBCglobal.net	481-9192	
Denise DeVore	22019 ORIOLE HILL DR	SA TX	78258		481-9192	
Sherry Bray	1495 BRAND RD	Bulverde TX	78163		2104130517	
Mynda McGuire	20015 Encino Royale	SA	78259	ARMYNDAC@SBCglobal.net	210 497-4638	
Marci + Porten Sparkman	13730 Norland	SA	78232		210-494-2728	
Tom STEWART	26015 Torona ^{loop}	SA	78261		830-714-4626	
Clayton Williams	16718 Parkstone Blvd.	"	78232	none	restrcket	
ROBERTA HELMS	3003 VIEW OAK	SA TX	78232	—	—	
JOHN TEDOR	25242 CALLAWAY	SA TX	78260	jtedor@satsx.vr.com	830 980-4649	

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August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
Connie Magott	29711 Twin Creek	Bulverde, TX	78163	connie magott1@yahoo	830-980-7615	
CHARLES P. FORSTER	555 EAST RAMSEY 1995 Witterburg	San Antonio, TX	78216 78256	fFORSTER@PAPE-DAWSON.com	(210) 375-9000	
John Aaron	13618 Wood Ln	SA TX	78216	aggiejohn96@yahoo.com		
Robin Tremallo	1615 N. St. Marcs	SA TX	78215	rtremallo@edwardsaguiar.org	222-2204	
Cathy Cordero	1564 Lake Blf	Canyon Lake	78133	CC1734@ATT.COM		
Adan Ellis	1022 Iran Mesa	San Antonio	78260	ar		
D.A.						
Vic Boyer	10334 Granite Stue	S.A.	78254	vboyer@seaco inc.org	210-688-4407	
Jaime Aguilar	26120 Phillips Place	SA, TX	78260	jahorn95@yahoo.com	210-385-4389	

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US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
KEVIN CONNAR	16114 DURANGO CRK	SAN ANTONIO TX	78247	KEVIN.CONNAR@ SATX.PR.COM		
Bob	—	—	78232	—	—	
DAVID PETERSON	PEBBLE DOW	SAT	78232			
Judy Gaenslen	Crystal Ridge	SAT	78259			
PAT DOSSY	@ BRASSWELL	✓	78229			
ROSALIND SOLIZ	Thousand Oaks	SAT	78232			
Yvonne Contreras						✓
Kevin Kelley	River Oak Ln.	SA.	78232	zamazan25@hotmail.com		
CARMEN & DAVID LOPEZ	2327 WINDMILL WAY	SAT	78232			
Karen Wilson	73 Champions Run		78258			

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

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APPENDIX C

Meeting Handouts, Slide Presentations, and Exhibits

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Meeting Handouts

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US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.

Email: _____

After tonight's meeting, written comments can be e-mailed to US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA,

Published on July 26, 2009
in the *San Antonio Express-News* and *La Prensa (en Español)*

PUBLIC MEETING NOTICE – US 281 EIS

The Alamo Regional Mobility Authority (Alamo RMA) will hold a public scoping meeting regarding transportation improvements to US 281 from Loop 1604 to Borgfeld Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment from construction and operation of proposed transportation improvements.

The public is encouraged to attend this first EIS public scoping meeting on Thursday, August 27, 2009, anytime between 5:30 pm and 8:00 pm, at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. The meeting will be open-house format with a variety of materials available for viewing. Project team members will be available to discuss issues and answer questions regarding the proposed project and the EIS process.

The purpose of this meeting is to introduce the public to the proposed project, present the preliminary need and purpose, present preliminary alternatives, and gather information from the public about important issues and local concerns, including options for improving mobility within the US 281 corridor.

The public will have the opportunity to make either written or oral comments to be included in the official EIS public record. Written comments will continue to be received through Tuesday, September 8, 2009. If you are unable to attend the scoping meeting please submit written comments to Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org.

Your participation is encouraged in this important step of the EIS public process. We appreciate your interest in the proposed project and hope you will attend this first public scoping meeting. All exhibits and project handouts will be presented in English, and Spanish-speaking project team members will be available. If you are interested in attending this event and have special communication or accommodation needs or would like to be added to the project mailing list, contact Leroy Alloway at (210) 495-5256 by Thursday, August 20, 2009. The Alamo RMA will make every reasonable effort to accommodate those needs. For more information regarding US 281 and the EIS project, please visit www.411on281.com.

###

US 281 EIS Team

In attendance at this evening's Public Scoping Meeting/Open House, August 27, 2009

Station #1 – Welcome! & Station #7 – What do You Think?

Linda Ximenes, Public Involvement
Sonia Jimenez, Public Involvement
Tim Sueltenfuss, Public Information
Leigh-Ann Fabianke, Public Information

Station #2 – What is an EIS? What is NEPA?

Jeff Anderson, Environmental Studies & EIS Documentation
Jeff Casbeer, Environmental Studies & EIS Documentation

Station #3 – Does US 281 Need to Be Improved? Why?

Michael Sexton, P.E., AICP, Corridor Planning
Nishant Kukadia, AICP, Corridor Planning
Jennifer Zankowski, Corridor Planning

Station #4 – What are the Alternatives?

Marc D. Williams, P.E., Alternatives Development, Schematic Design and Engineering
Brett Altman, P.E., Alternatives Development, Schematic Design and Engineering
Stephanie Messerli, P.E., AICP, Alternatives Development, Schematic Design and Engineering

Station #5 – What Issues should be Considered?

Tom Van Zandt, Indirect and Cumulative Impact Analysis
Jason Buntz, Environmental Compliance Management
Thomas Eisenhour, Cultural Resources
John Kuhl, Protected Species, Biological Surveys
Jesus Moulinet, AICP, Context Sensitive Solutions, Low Impact Development, Water Quality
Peter Sprouse, Karst Geology and Biology, Water Quality
Krista McDermid, Karst Geology and Biology, Water Quality

Station #6 – It's Your Corridor!

Larry M. Allen, Environmental Constraints Mapping, Environmental Studies
Steven Cramer, Environmental Constraints Mapping, Environmental Studies
Ryan A. Ingram, Environmental Constraints Mapping, Environmental Studies
JR Martinez, Environmental Studies
Alfred Murillo, P.E., Transportation Engineering
Fernando Flores, Transportation Engineering

EIS Management Team

Jimmy Robertson, AICP, Project Manager
Greg Creamer, P.E., Deputy Project Manager
Tricia Bruck, Assistant Project Manager

Public Meeting Support

Todd Colburn	Bethany Feinstein	Maria Meagher	Kate Clark
Yolanda Hotman	MariAna Jimenez	Kelley Stevens	

281 EIS

Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

2. On a scale of 1 to 5, how would you rate the information provided by the staff?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

5. How did you hear about tonight's meeting? (check all that apply)

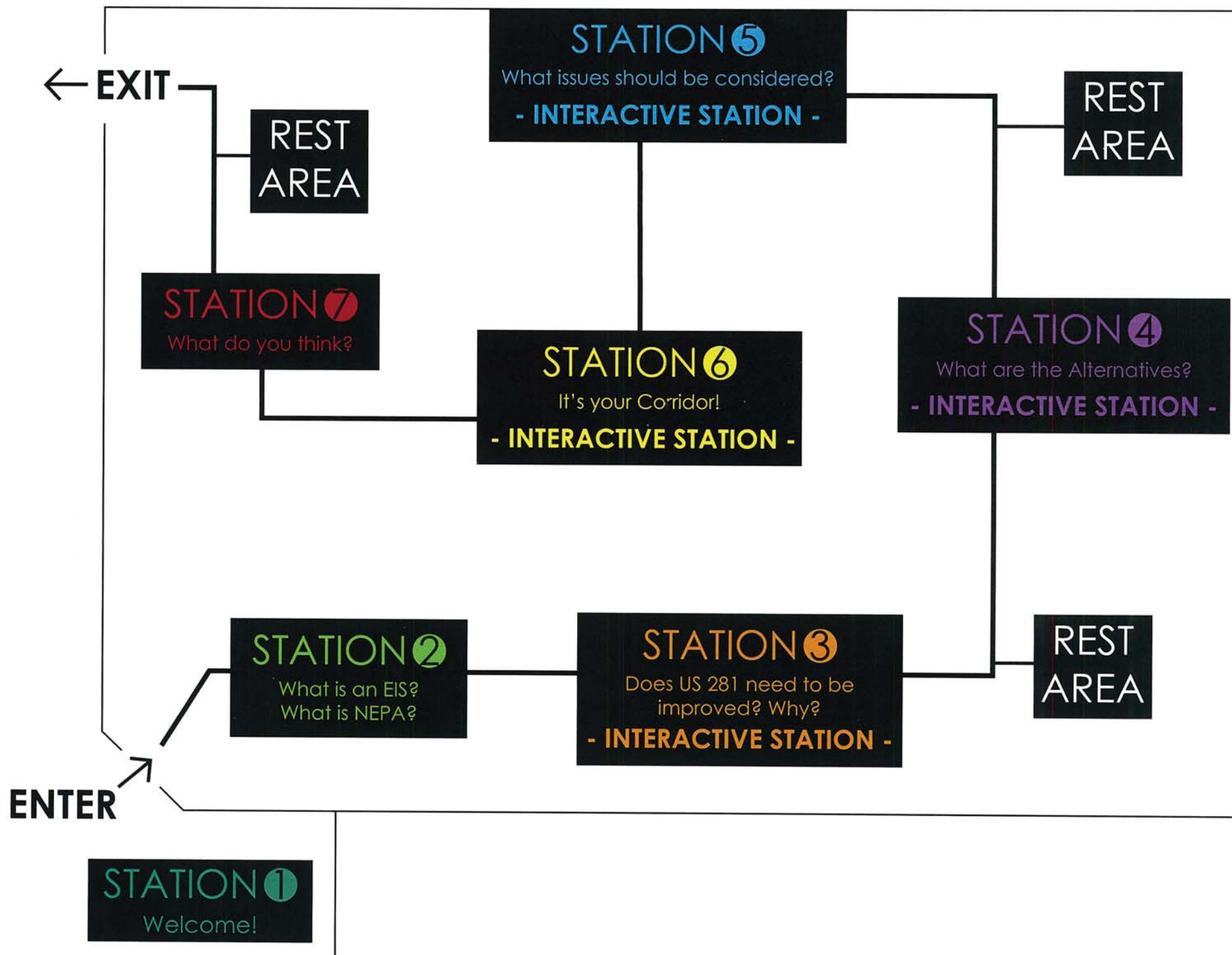
<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed along US 281 project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	

Newspaper (which one?) _____ Radio (which station?) _____
 TV (which station?) _____ Email (from whom?) _____
 Other: _____

6. In which language do you prefer to receive project information?

☐ English ☐ Spanish Other: _____

Any other comments? (Please use back of page if you need more space.) Thank you!



**US 281 Environmental Impact Statement (EIS)
Public Scoping Meeting #1: Need and Purpose
August 27, 2009
St. Mark's Catholic Church Gymnasium**

OPEN HOUSE 5:30 P.M. – 8:00 P.M.

Welcome to the US 281 EIS Public Scoping Meeting/Open House. Please visit the exhibit stations, talk with the staff, ask questions, state your preferences, and record your comments.

Thank you for your time. This is your 281 and we want to hear from you!

Open House Process

Please...

- **Sign-in at the registration and information table**
- **Pick up your information packet**
- **Visit the project stations – see reverse for more information**
- **Ask questions, give input, share your thoughts and concerns**
- **Submit your comments for the record**
 - ⇒ Comment card
 - ⇒ Court reporter
 - ⇒ US Mail (postmarked by September 8, 2009)
 - ⇒ E-mail US281EIS@AlamoRMA.org (received by September 8, 2009)
 - ⇒ Fax 210-495-5403 (received by September 8, 2009)

Please visit the US 281 Environmental Impact Statement webpage at
<http://411on281.com/us281eis/>
or call the Alamo RMA at 210-495-5477 for project updates and information.

DRAFT

COORDINATION PLAN

In Accordance with Public Law 109-59, SAFETEA-LU, Section 6002

United States Highway (US) 281

From Loop 1604 to Borgfeld Road

Bexar County, Texas

Lead Agencies:

Federal Highway Administration

Texas Department of Transportation

Alamo Regional Mobility Authority

August 2009

SAFETEA-LU Coordination Plan Revision History

Modification Number	Date	Description of Modifications
0	August 2009	Original Draft

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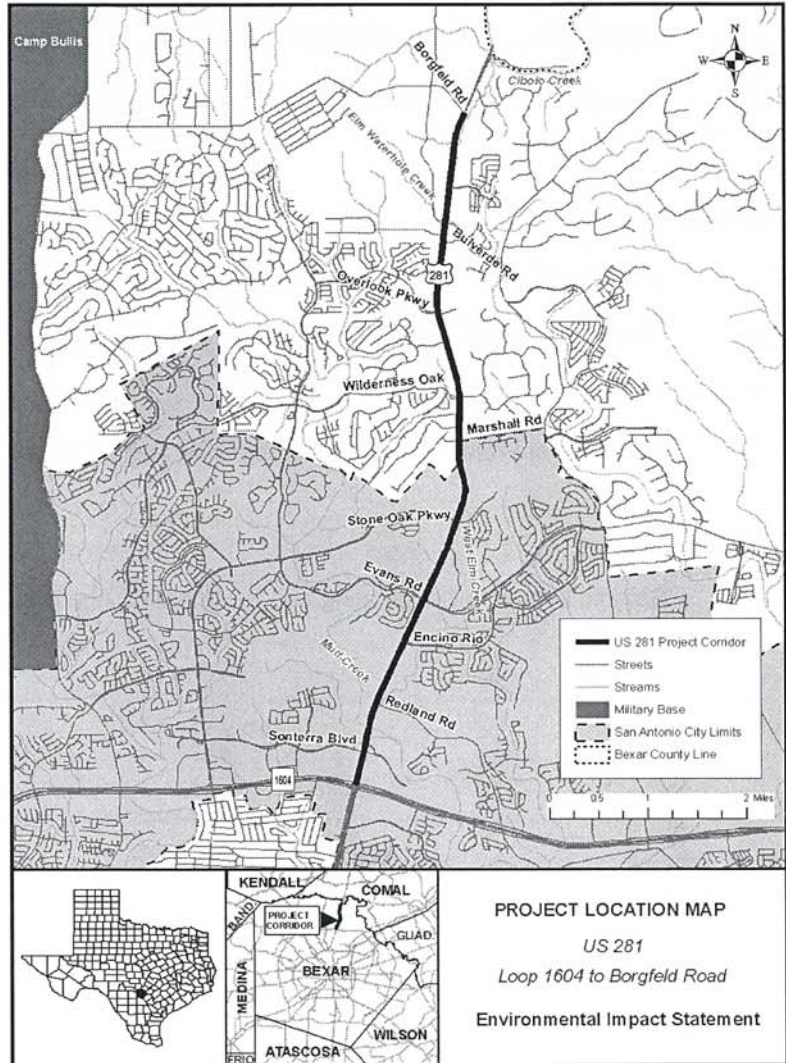
Sample Letters to Cooperating and Participating Agencies

I. Purpose of the Coordination Plan

In an effort to provide for more efficient environmental reviews for project decision making, Section 6002 of Public Law 109-59, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users," (SAFETEA-LU), enacted August 10, 2005, implemented the development of a coordination plan for all projects for which an environmental impact statement (EIS) is prepared under the National Environmental Policy Act of 1969. The plan's purpose is to coordinate public and agency participation in and comment on the environmental review process for a project or category of projects. The Federal Highway Administration (FHWA), as lead Federal agency, and the Texas Department of Transportation (TxDOT) and Alamo Regional Mobility Authority (Alamo RMA), as joint lead agencies, have prepared this draft Coordination Plan to accompany the EIS that will be developed for improvements to US 281 from Loop 1604 to Borgfeld Road, Bexar County, Texas. FHWA, TxDOT and the Alamo RMA are soliciting comments from the public and from participating and cooperating agencies regarding the need and purpose for the proposed project, project alternatives, methods to be used in evaluating the project alternatives, and the level of detail required in the analysis of each project alternative. This draft Coordination Plan describes the roles of the lead agency, joint lead agencies, and the cooperating and participating agencies.

II. Project Description and Scope

US 281 within the project limits is listed in the San Antonio-Bexar County Metropolitan Planning Organization (SA-BCMPO) Mobility 2030 Plan (the long-range transportation plan) as a six-lane tolled facility; other solutions for improving mobility within the US 281 corridor may be identified in future updates and/or amendments to the long-range transportation plan. The existing facility is a four-to-six-lane non-toll divided arterial with partial access controls. The EIS will develop and evaluate project alternatives including "No-action" (the no-build alternative), Transportation System Management (TSM)/Transportation Demand Management (TDM), rapid transit and roadway build alternatives. According to TxDOT, the Control Section Job (CSJ) number for this project is 0253-04-138.



III. Project History

In recent history, numerous transportation improvements have been completed and proposed along US 281 within the project corridor. These projects have been evaluated under the National Environmental Policy Act (NEPA) through a series of Categorical Exclusions (CEs) and Environmental Assessments (EAs). This draft Coordination Plan addresses the EIS currently being prepared for US 281 from Loop 1604 to Borgfeld Road.

In the late 1980s, a segment of US 281 between Bitters Road and Loop 1604 within the San Antonio city limits south of the subject project area was upgraded from a four-lane partial access-controlled divided roadway to an expressway facility with full access controlled through lanes and parallel partial access-controlled lanes that interface between the through travel lanes and the adjacent developments and streets. Since that time, land development has expanded along US 281 from Loop 1604 north into Comal County. To accommodate this growth, many improvements have been implemented over the years as detailed in **Table 1**.

Table 1: History of US 281 Improvements

Section	Construction Activity	Year Completed
US 281 from Loop 1604 to Comal County line	Construction of 2 lane to 4 lane	1975
US 281 at Encino Rio	Installation of traffic signal	1986
US 281, 0.6 miles north of 1604 to Comal County line	Surface treatment project	1987
US 281, from 0.6 miles north of Loop 1604 to Comal County line	Seal coat shoulder, crossovers and driveways	1988
US 281, from Bitters to 0.5 miles north of Loop 1604	Expand to 6-lane expressway, including 3-level diamond interchange at Loop 1604	1990
US 281, 3.8 miles north of 1604 to the Comal County line	Novachip project	1992
US 281, from 0.6 miles north of 1604 to 4 miles south of Comal County line	Micro surfacing project	1995
US 281 at Bulverde	Installation of flashing beacon	1998
US 281 at Borgfeld	Installation of flashing beacon	1998
US 281 at Evans Road	Installation of traffic signals	1998
US 281 from Redland Road to Stone Oak	Shoulder restriping	2000
US 281 from Loop 1604 to Comal County line	Texturizing shoulders	2002
US 281 at Stone Oak	Installation of traffic signal	2002
US 281 at Bulverde	Installation of traffic signals	2003
US 281 at Borgfeld	Installation of traffic signals	2003
US 281 at Sonterra	Construction of Interchange	2004
US 281 at Marshall Road	Installation of traffic signal	2006
US 281 at Overlook Parkway	Installation of traffic signal	2006

The environmental documentation history related to these improvements is summarized in **Table 2**. The initial NEPA action on these projects is the FHWA issuance of a Finding of No Significant Impact (FONSI) on August 8, 1984 for an EA on a project to add capacity to US 281 from Bitters Road to 2.5 miles north of Loop 1604 (approximately Evans Road). Portions of this EA were reevaluated in 2000 and 2005 with the same FONSI determination. Three CEs for improvements to the interchanges with US 281 at Loop 1604, Stone Oak Parkway and Borgfeld Road were also approved by the FHWA indicating that only insignificant impacts would occur from the proposed actions. The Stone Oak Parkway CE was reevaluated along with the US 281 EA from Loop 1604 to Marshall Road and was reaffirmed on May 24, 2005.

Table 2: History of US 281 Environmental Documentation

Highway	Limits	Document Type and Approval	Approving Authority	Approval Date
US 281	Bitters Road to 2.5 miles north of Loop 1604 (Evans Road)	EA – FONSI	FHWA	August 8, 1984
US 281	Sonterra Blvd. (0.4 mile north of Loop 1604) to 2.5 miles north of Loop 1604 (Evans Road)	EA Reevaluation – FONSI	FHWA	December 11, 2000
US 281	At Stone Oak Parkway	CE	FHWA	June 2, 2002
US 281	At Borgfeld Road	CE	FHWA	September 5, 2002
US 281	At Loop 1604 Interchange	CE	FHWA	March 31, 2005
US 281	Loop 1604 to Marshall Road	EA Reevaluation – FONSI	FHWA	May 24, 2005 (Approval Withdrawn)

SAFETEA-LU 6002 Coordination Plan

Highway	Limits	Document Type and Approval	Approving Authority	Approval Date
US 281	Evans Road to Borgfeld Road	EA – FONSI	FHWA	November 8, 2005 (Approval Withdrawn)
US 281	Loop 1604 to Borgfeld Road	EA – FONSI	FHWA	August 14, 2007 (Approval Withdrawn)
US 281	At Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road ("Super Street Project")	CE	FHWA	In Process
US 281	At Loop 1604 Interchange	CE	FHWA	In Process

The US 281 (Loop 1604 to Marshall Road) project was let to construction in September 2005. Following a motion for preliminary injunction filed by Aquifer Guardians in Urban Areas, and People for Efficient Transportation, Inc. (collectively "AGUA") on December 21, 2005 seeking to bar further land clearing and construction on the expansion of US 281 north of Loop 1604 because of inadequate consideration of environmental issues, TxDOT prepared and submitted a letter to FHWA on January 10, 2006 requesting assistance in shaping an appropriate course of action in light of the review of the environmental studies on US 281 projects in northern Bexar County. FHWA reviewed TxDOT's request and concurred that, under 23 CFR § 771.115, TxDOT could proceed with the preparation of a new EA and further concurred with TxDOT's recommendation that a single EA be completed to address the environmental elements and factors for the project in the US 281 corridor from approximately Loop 1604 to Borgfeld Road. With FHWA's concurrence in the initiation of a new environmental document and recognition of issues raised by the public, FHWA withdrew prior environmental clearances on both 2005 US 281 EAs identified in **Table 2** resulting in the cancellation of construction activities along US 281 from Loop 1604 to Marshall Road. FHWA then directed TxDOT to prepare one comprehensive environmental assessment for the US 281 project area from Loop 1604 to Borgfeld Road within Bexar County.

The most recent EA project concluded with FHWA's issuance of a FONSI in August, 2007. A Complaint for Declaratory and Injunctive Relief was filed in February 2008 by Aquifer Guardians in Urban Areas (AGUA) and Texans Uniting for Reform and Freedom (TURF) in US District Court for the Western District of Texas, San Antonio Division, against FHWA, TxDOT and the Alamo RMA. In October 2008 FHWA decided to withdraw the FONSI following TxDOT's announcement regarding irregularities in the procurement of a scientific services contract, calling into question components of the environmental document. FHWA called for the preparation of an EIS for US 281 from Loop 1604 to Borgfeld Road, and assigned the responsibility of preparing the EIS to the Alamo RMA. The 2008 lawsuit was administratively closed by the Court on February 5, 2009.

"Super Street Project"

The Alamo RMA is currently preparing a CE for proposed operational improvements on US 281 at Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road, commonly referred to as the "Super Street Project." The proposed project would temporarily improve traffic flow and increase safety for US 281 commuters between Encino Rio Road and Marshall Road. The proposed project covers approximately 3.1 miles. The Super Street Project is expected to be paid for with funds from the American Recovery and Reinvestment Act of 2009 (Recovery Act), the Advanced Transportation District and the City of San Antonio.

US 281 / Loop 1604 Interchange

The Alamo RMA is also currently preparing a new CE for the US 281 / Loop 1604 Interchange. The project includes the design and construction of four proposed direct connector ramps of an ultimate five-level direct connection interchange, of which three levels currently exist, between US 281 and Loop 1604. As part of Recovery Act and TxDOT Proposition 14 bond funds, the Alamo RMA is expected to receive \$140 Million in funding to construct four non-toll direct connectors between US 281 and Loop 1604 on the north side of San Antonio. The following direct connector ramps are proposed to be constructed:

- 1) Northbound US 281 to westbound Loop 1604;
- 2) Northbound US 281 to eastbound Loop 1604;
- 3) Eastbound Loop 1604 to southbound US 281; and
- 4) Westbound Loop 1604 to southbound US 281.

While the US 281 / Loop 1604 Interchange project would not add capacity to US 281 or Loop 1604, intermittent auxiliary lanes for traffic merging or diverging from the mainlanes and ramp adjustments to accommodate the new direct connector locations and other operational considerations will be included within the project. On March 27, 2009, the Alamo RMA issued a Request for Qualifications for Design / Build teams interested in constructing the non-toll connectors. The four connectors will help provide direct access between these two roadways for approximately 50,000 vehicles a day when construction is finished.

Any decision made on the US 281 / Loop 1604 Interchange project will in no way predetermine any future improvements to US 281 or Loop 1604. Any other projects on US 281 or Loop 1604 will require additional studies.

IV. Draft Need and Purpose

This discussion of need and purpose is preliminary and subject to revision following input from the public and public agencies. The need for improvements to US 281 has resulted from a historic and continuing trend in population and employment growth within the project corridor and surrounding areas. In 1970, when US 281 within the project corridor was a two-lane roadway, the population of US Census Tracts that encompass this area of north central Bexar County and south Comal County stood at only 52 persons. By 2000, the area's population had increased to 41,823. According to the SA-BCMPO, population within this same area is projected to reach 142,240 by 2035. Employment within this area is also projected to grow from an estimated 25,635 jobs in 2005 to 42,182 jobs in 2035. (Source: SA-BCMPO Demographic Forecast, 2009.)

This growth has resulted in increased automobile traffic, travel delay and vehicle crashes:

- In 1980, Average Daily Traffic (ADT) on US 281 between Loop 1604 and Stone Oak Parkway was 8,600 vehicles per day. In 2004, traffic on that same segment had risen to 91,000 vehicles per day, an increase of 958 percent. Approximately 217,900 vehicles per day are projected at this location by 2035.
- The travel time between Bulverde Road and Loop 1604 is 28 minutes during AM peak period in the southbound direction and 19 minutes during PM peak period in the northbound direction as compared to a free flow travel time of 6 minutes in each direction. The cost of delay due to congestion during peak hours is estimated to be more than \$15.3 million per year, and the total cost due to delay, added fuel consumption, and stopping time at intersections, is estimated to be more than \$19.8 million per year.
- From 2003 to 2007 TxDOT reported 2,206 crashes along the US 281 corridor between Loop 1604 and the Comal/Bexar County Line. Of the total number of crashes, 6 were fatal, 131 resulted in injuries and the remaining 2,069 resulted in no injury, possible injury or severity unknown. The annual number of crashes along the corridor has increased over the five-year period by 32.5%; in 2003 there were a total of 388 crashes and in 2007 there were 514.

Without additional transportation improvements it is anticipated that population and employment growth within the US 281 corridor will result in increased levels of vehicular traffic, crashes and travel delays. Without improvements, accessibility within the corridor is anticipated to become increasingly reduced, its functionality as part of a regional transportation system would decline, and the overall community quality of life would diminish. The objectives of US 281 corridor improvements are to improve mobility, enhance safety, and improve community quality of life.

V. Agency Roles and Responsibilities

SAFETEA-LU requires identification of lead, cooperating, and participating agencies in the development of an EIS. The lead Federal agency (FHWA) and the joint lead agencies (TxDOT and the Alamo RMA) must identify and involve participating agencies; develop the Coordination Plan; provide opportunities for public, cooperating and participating agency involvement in defining the need and purpose and determining project alternatives; and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of project alternatives. In addition, lead agencies must provide oversight in managing the environmental documentation process and resolving issues.

Federal Lead Agency: FHWA is the U.S. Department of Transportation agency responsible for NEPA analysis, management of the SAFETEA-LU Section 6002 process, and independent review of the EIS. FHWA will ensure that the project sponsors (TxDOT and the Alamo RMA) comply with all design and mitigation commitments in the Record of Decision (ROD) and that the EIS is appropriately supplemented if changes in the project become necessary.

Joint Lead Agencies: TxDOT, as project sponsor and direct recipient of SAFETEA-LU funds, is a joint lead agency. The "project sponsor" is defined as the agency or other entity, including any private or public-private entity, which seeks approval of the United States Department of Transportation for a highway project. TxDOT's responsibilities mirror those of the Federal lead agency.

The Alamo RMA is the project co-sponsor and implementation agency, primarily responsible for preparing environmental studies and the EIS document, and conducting required public involvement activities. The Joint Lead Agencies share in the responsibility to manage the SAFETEA-LU Section 6002 process, prepare the EIS, and provide opportunities for public and participating /cooperating agency involvement.

Cooperating Agencies: Federal, state, tribal, and local agencies having jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative are designated as cooperating agencies. Cooperating agencies are also "participating agencies" (agencies with an interest in the project), but have a higher degree of authority, responsibility, and involvement in the environmental review process than do participating agencies that are not also cooperating agencies. The U.S. Army Corps of Engineers, for example, is specifically responsible for the issuance of permits under Section 404 of the Clean Water Act.

Participating Agencies: All federal, state, tribal, regional or local governmental agencies that may have an interest in the project are invited to serve as participating agencies. The roles and responsibilities of these agencies include, but are not limited to:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the need and purpose statement, project alternatives, methodologies, and the level of detail for the analysis of project alternatives.
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies also may participate in the issue resolution process.
- Participating in the scoping process. The scoping process will be designed so that agencies whose interest in the project comes to light as a result of initial scoping activities are invited to participate and still have an opportunity for involvement.
- Providing meaningful and timely input on unresolved issues.

The list of lead, joint-lead, cooperating and participating agencies is provided in **Table 3**. Federal agencies and tribal agencies will be identified and contacted by FHWA; TxDOT will identify and contact the state agencies, and the Alamo RMA will identify and contact the local agencies.

Table 3: List of Agencies

Agency Name	Contact Person/ Title	Address	Role	Responsibilities
Federal Highway Administration (FHWA)	Ted West Urban Engineer	300 East 8 th Street, Rm 826 Austin, TX 78701	Lead Agency	Manage SAFETEA-LU Section 6002 process; prepare EIS; provide opportunity for public & participating /cooperating agency involvement.

SAFETEA-LU 6002 Coordination Plan

Agency Name	Contact Person/ Title	Address	Role	Responsibilities
Texas Department of Transportation (TxDOT)	Stephen Ligon Interim Supervisor Environmental Resources Management Branch Environmental Affairs Division	125 E. 11th Street Austin, TX 78701-2483	Joint Lead Agency	Manage SAFETEA-LU Section 6002 process; prepare EIS; provide opportunity for public & participating /cooperating agency involvement.
Alamo Regional Mobility Authority (Alamo RMA)	Lisa Adelman Legal Counsel	1222 N. Main Avenue, Ste 1000 San Antonio, Texas 78212	Joint Lead Agency	Manage SAFETEA-LU Section 6002 process; prepare EIS; provide opportunity for public & participating /cooperating agency involvement
U.S. Army Corps of Engineers	Steven Brooks Chief, Regulatory Branch Fort Worth District	P.O. Box 17300 Fort Worth, TX 76102	Cooperating Agency; Participating Agency	Section 404 Clean Water Act permit jurisdiction
U.S. Department of Agriculture, Natural Resources Conservation Service	Donald W. Gohmert State Conservationist	101 South Main Temple, TX 76501	Cooperating Agency; Participating Agency	Analysis of effects on prime farmland, under Farmland Protection Policy Act
U.S. Environmental Protection Agency (EPA)	Larry Starfield (Acting) Regional Administrator, Region 6	1445 Ross Avenue Dallas, TX 75202-2733	Cooperating Agency; Participating Agency	Review and comment on possible effects to air quality, under Section 309 of Clean Air Act
U.S. Fish and Wildlife Service	Adam Zerrenner Supervisor, Austin Ecological Services Office	10711 Burnet Road, Suite 200 Austin, TX 78758	Cooperating Agency; Participating Agency	Section 7 Endangered Species Act permit jurisdiction
U.S. Department of the Interior	Willie R. Taylor, Ph.D. Director, Office of Environmental Policy and Compliance	Main Interior Building (MS 2462) 1849 C. Street, N.W. Washington, D.C. 20240	Participating Agency	Coordinate with US Fish and Wildlife Service regarding Endangered Species Act; review any Section 4(f) involvement
BIA-Anadarko	Andele Worthington	P.O. Box 309 Anadarko, OK 73005	Participating Agency	Review of effects to archeological sites and traditional cultural properties under Section 106 of the National Historic Preservation Act; Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303), and the North American Graves Protection and Repatriation Act
Apache Tribe of Oklahoma	John Tointigh, Tribal Administrator	P.O. Box 1220 Anadarko, OK 73005	Participating Agency	
Wichita and Affiliated Tribes	Gary McAdams, President	P.O. Box 729 Anadarko, OK 73005	Participating Agency	
Alabama-Coushatta Tribe of Texas	Ronnie Thomas, Chairperson	575 State Park Rd 56 Livingston, TX 77351	Participating Agency	
Alabama-Quassarte Tribal Town	Tarpie Yargee, Chief	P.O. Box 187 Wetumka, OK 74883	Participating Agency	
Caddo Nation of Oklahoma	LaRue Parker, Chairperson	P.O. Box 487 Binger, OK 73009	Participating Agency	
Comanche Nation of Oklahoma	Ruth Toahty/NAGPRA Coordinator	P.O. Box 908 Lawton, OK 73502	Participating Agency	
Kiowa Indian Tribe of Oklahoma	Billy Evans Horse, Chairperson	P.O. Box 369 Carnegie, OK 73015	Participating Agency	
Mescalero Apache Tribe	Mark Chino, President	P.O. Box 227 Mescalero, NM 88340	Participating Agency	
Seminole Nation of Oklahoma	Enoch Kelley Haney, Principal Chief	P.O. Box 1498 Wewoka, OK 74884	Participating Agency	
The Delaware Nation	Edgar French President	P.O. Box 825 Anadarko, OK 73005	Participating Agency	
Tonkawa Tribe of Indians of Oklahoma	Anthony Street President	1 Rush Buffalo Road Tonkawa, OK 74653	Participating Agency	

SAFETEA-LU 6002 Coordination Plan

Agency Name	Contact Person/ Title	Address	Role	Responsibilities
Texas Historical Commission	Mark Wolfe Deputy State Historic Preservation Officer	P.O. Box 12276 Austin, TX 78711-2276	Cooperating Agency; Participating Agency	Section 106 of the National Historic Preservation Act; Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303)
Texas Parks and Wildlife Department (TP&WD)	Carter Smith Executive Director	4200 Smith School Road Austin, TX 78744	Participating Agency	Review project effects under Memorandum of Understanding and Memorandum of Agreement between TxDOT and TPWD
Texas Commission on Environmental Quality (TCEQ)	Mark R. Vickery, P.G. Executive Director	P.O. Box 13087 Austin, TX 78711-3087	Participating Agency	Review project impacts to air quality, hazardous material sites, compliance with the Texas Pollutant Discharge Elimination System (TPDES); and compliance with the Edwards Aquifer Rules
Bexar County	Nelson W. Wolff County Judge	Bexar County Courthouse 100 Dolorosa, Suite 1.20 San Antonio, TX 78205	Participating Agency	Identification and resolution of any issues of concern regarding the project's potential environmental effects within the county's jurisdiction
City of San Antonio	Julián Castro Mayor	PO Box 839966 San Antonio, TX 78283	Participating Agency	Identification and resolution of project effects to areas within the city limits and area of extraterritorial jurisdiction
Comal County	Danny Scheel County Judge	199 Main Plaza New Braunfels, TX 78130	Participating Agency	Identification and resolution of any issues of concern regarding the project's potential environmental effects within the county's jurisdiction
City of Bulverde	Ray Jeffrey Mayor	30360 Cougar Bend Bulverde, TX 78163	Participating Agency	Identification and resolution of project effects to areas within the city limits and area of extraterritorial jurisdiction
Edwards Aquifer Authority	Velma R. Danielson General Manager	1615 N. St. Mary's Street San Antonio, TX 78215	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.
San Antonio Water System	Robert R. Puente , J.D. President/CEO	P.O. Box 2449 San Antonio, TX 78298-2449	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.

SAFETEA-LU 6002 Coordination Plan

Agency Name	Contact Person/ Title	Address	Role	Responsibilities
San Antonio River Authority	Suzanne B. Scott General Manager	100 East Guenther St. San Antonio, Texas 78204	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.
San Antonio – Bexar County Metropolitan Planning Organization	Isidro Martinez Director	825 South Saint Mary's San Antonio, TX 78205	Participating Agency	Identification of issues relating to safety and mobility, system interconnectivity, and project effects to minority and low income populations
VIA Metropolitan Transit	Keith Parker President/CEO	800 W. Myrtle San Antonio, TX 78212	Participating Agency	Identification of issues relating to safety and mobility, system interconnectivity, and project effects to minority and low income populations
Alamo Area Council of Governments	Gloria C. Arriaga Executive Director	8700 Tesoro Drive, Suite 700 San Antonio, TX 78217-6228	Participating Agency	Identification and resolution of any issues of concern regarding the project's potential environmental effects.
Bexar Metropolitan Water District	General Manager	P.O. Box 245994 San Antonio, TX 78224-5994	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.

VI. Agency Coordination, Public Involvement, and Scheduling

Lead agencies are responsible for preparation of the Environmental Impact Statement, including coordination of agency and public involvement. **Table 4** summarizes the activities and anticipated schedule for key coordination points. Deadlines and expected completion dates are indicated in the table. The Lead Agency and Joint Lead Agencies have agreed to work cooperatively to identify and resolve issues that could delay the completion of the environmental review process.

Cooperating and Participating Agency Coordination

Cooperating and Participating Agencies will be asked to submit comments during scoping regarding the project's need and purpose, project alternatives, and their jurisdiction and/or special expertise related to the project area. Agency scoping meetings will be conducted earlier in the day on the same date and at the same location as the public scoping meetings. Following scoping, lead agencies will collaborate with cooperating and participating agencies on methodologies for documenting environmental conditions and assessing impacts. All agencies will be notified of the availability of draft and final EIS documents and given appropriate comment opportunities (see Table 4). Lead agencies will also coordinate with agencies on completion of necessary permits following the Record of Decision (ROD).

Coordination Plan

The public and Cooperating/Participating agencies will have 30 days to review and comment on the draft Coordination Plan. The deadline for comments will be after the initial scoping meeting and before the second scoping meeting. Following the comment period the coordination plan will be submitted for approval.

Public Involvement

Specific study elements will be directly influenced by public involvement. The public will be offered an opportunity for input at critical periods of the EIS process:

- Two **public scoping meetings** will identify key project concerns and possible solutions that the lead agencies can use in developing the statement of the project need and purpose; determining the preliminary range of project alternatives, evaluation criteria, methodology for screening project alternatives, and level of detail for the analysis of project alternatives; and gathering data for impacts analysis. A 10-day comment period following each meeting will be provided for the public to submit comments to be included in the scoping report.
- A third **public meeting** will be conducted to review and comment on the reasonable project alternatives for evaluation in the Draft EIS. A 10-day comment period following the meeting will be provided.
- There will be a 45-day comment period following publication of the **Draft EIS Notice of Availability (NOA)** in the *Federal Register*, the *Texas Register*, and the local newspapers.
- Following the NOA 45-day comment period, a **public hearing** will be held to provide the public with the opportunity to review and comment on the **Draft EIS**. The public hearing will have a 30-day publication notice before the hearing and a 10-day comment period following the hearing.
- A **fourth public meeting** will be held following the public hearing to present the preferred alternative. A 10-day comment period following the meeting will be provided.
- There will be a 30-day waiting period following publication of the **Final EIS NOA**.
- A **Community Advisory Committee (CAC)** will also be established consisting of 25-30 individuals representing community-based organizations interested in the project. The Alamo RMA Board of Directors designates the organizations to be represented, and each organization designates their representative on the Committee. The CAC will be convened to provide input and advise regarding the project need and purpose, development of project alternatives, review of the draft EIS, and identification of a preferred alternative. (See **Table 4**).

Methods of communication with the public throughout the project include:

- Prior to each public meeting and the public hearing, a project newsletter will be published in English and in Spanish, distributed both in hard copy and electronically, summarizing outcomes to date and announcing upcoming events.
- For public meetings and the public hearing, a legal notice and advertisement will be placed in the *San Antonio Express-News* and *La Prensa*, a Spanish-language newspaper with local distribution.
- A project website will be maintained throughout the project to provide updates and to solicit public comment on an on-going basis. The project URL is: <http://www.411on281.com>. The public will also be encouraged to use Internet sites such as Facebook and Twitter for the exchange of ideas and opinions about the US 281 EIS project. Although the social networking sites will not be used for responding to comments or issues regarding the US 281 EIS, they will be monitored for useful information that can improve the US 281 EIS public involvement program.
- A primary contact person has been designated for media and other organizations interested in the public involvement process: Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212, (210) 495-5256.

Table 4. Summary of Project Activities, Participation and Scheduling

Activities	Participants	Actions	Expected Completion
Project Initiation	Lead agencies	TxDOT notifies FHWA to initiate EIS	February 6, 2009
Notice of Intent (NOI)	Lead agencies	Lead agencies collaborate on drafting NOI. FHWA submits NOI to <i>Federal Register</i> for publication. TxDOT submits NOI to <i>Texas Register</i> for publication	<i>Federal Register</i> publication date: July 8, 2009; <i>Texas Register</i> publication date: July 24, 2009
Coordination Plan	Lead agencies	FHWA, TxDOT and the Alamo RMA will draft Coordination Plan	August 2009
	Cooperating and participating agencies	Comment on the draft Coordination Plan	August and September, 2009
	Public	Comment on the draft Coordination Plan	August and September, 2009
	Lead agencies	Lead agencies will revise Coordination Plan to reflect public and agency input and prepare final Coordination Plan	October and November, 2009
Scoping	Lead agencies	Invite cooperating and participating agency participation. Scoping meetings are scheduled for agencies. All entities requesting designation as participating agencies must notify the Alamo RMA by September 2009. Agency list updated as necessary	August 2009
	Community Advisory Committee	Initial meeting of the CAC will focus on description of roles and responsibilities, involvement of resource agencies, description of the project and schedule, discussion of need and purpose, and identification of preliminary range of project alternatives	August 18, 2009
	Cooperating and participating agencies	Agency scoping meetings followed by 10-day scoping comment period	August 27, 2009 and November 2009
	Public	Public scoping meetings, followed by 10-day scoping comment period	August 27, 2009 and November 2009
Collaboration on methodologies, assessments and impacts	All agencies	Following scoping, lead agencies will collaborate with agencies on information and analyses necessary for drafting the "need & purpose," project alternatives, existing environmental conditions, and impacts	September 2009 through project completion
Development of Project "Need & Purpose"	Lead agencies	Develop draft project "need & purpose"	July and August 2009
	Community Advisory Committee	Participate in defining the project's "need & purpose"	August – October 2009
	Public	Provide input on need and purpose, range of alternatives	August 27, 2009
	Cooperating and participating agencies	Lead agencies will solicit comments from other agencies on the draft "need & purpose"	August – October 2009
	Lead agencies	Revise "need & purpose"	November 2009

SAFETEA-LU 6002 Coordination Plan

Activities	Participants	Actions	Expected Completion
Development of Project Alternatives	Lead agencies	Develop preliminary range of project alternatives, evaluation criteria, methodology for screening project alternatives, and level of detail for the analysis of project alternatives	August – September 2009
	Community Advisory Committee	Participate in defining preliminary range of project alternatives	August – November 2009
	Cooperating and participating agencies	Lead agencies will solicit comments from other agencies on preliminary range of project alternatives	August – November 2009
	Public	Provide input on range of alternatives	August 27, 2009 and November 2009
	Community Advisory Committee	Review project alternatives development process	January 2010
	Lead agencies	Lead agencies will make revisions to project alternatives based on public input	January 2010
	Public	Review and comment on reasonable project alternatives for evaluation in the Draft EIS (Public Meeting #3)	February 2010
Draft EIS	Lead Agencies	Right-of-Entry forms requesting access will be mailed to property owners along the reasonable project alternatives in order to conduct environmental studies that are necessary for analysis of potential project effects	April 2010
	Community Advisory Committee	CAC meetings will be held periodically during the preparation of the Draft EIS to provide input on issues related to potential project impacts and mitigation measures, public hearing plans and materials	March 2010 – February 2011
	Lead agencies	Draft EIS NOA. FHWA submits NOA to <i>Federal Register</i> for publication. TxDOT submits NOA to <i>Texas Register</i> for publication	March/April 2011
	Cooperating and Participating Agencies	Review and comment on draft EIS	March/April 2011
	Public	Review and comment on draft EIS during the 45 days following publication of the NOA. Public hearing on Draft EIS, followed by 10-day comment period	March/April 2011
Final EIS	Lead agencies	Review public and agency comments and responses and review schedule for Final EIS to revise DEIS as necessary to address public input	May 2011
	Community Advisory Committee	Review and comment on schedule for Final EIS	May 2011
	Lead agencies	Develop schematic design for the preferred alternative and prepare the Final EIS	May – December 2011
	Public	A public meeting on identification of the preferred alternative, followed by a 10-day comment period. Information on release of Final EIS will be available to the public through the project website	August 2011
	Lead agencies	Final EIS Notice of Availability (NOA) FHWA submits NOA to <i>Federal Register</i> for publication. TxDOT submits NOA to <i>Texas Register</i> for publication	December 2011

SAFETEA-LU 6002 Coordination Plan

Activities	Participants	Actions	Expected Completion
	All Agencies and the Public	30-day waiting period prior to ROD	January 2012
Record of Decision (ROD)	Lead agencies	Submit Record of Decision (ROD) FHWA will publish the Record of Decision (ROD) in the <i>Federal Register</i>	February 2012
Next Steps	Community Advisory Committee	A final CAC meeting will be conducted following the ROD to present and discuss the next steps of the project development process	February 2012
	Permits and Approvals	Alamo RMA obtains necessary permits, licenses, or approvals after the ROD	Spring 2012

Revisions to the Coordination Plan

If any dates specified in this Coordination Plan are moved forward in the schedule (to an earlier date), concurrence will be sought from the affected Cooperating Agencies. Following concurrence, a revised Coordination Plan will be issued. The modified Coordination Plan will be identified by a modification number and date. Modifications are described on p. i, (before the table of contents). Changes in Cooperating Agencies / Participating Agencies will be made as necessary. The public will be made aware of modifications to the Coordination Plan by posting the modified plan to the project website, <http://www.411on281.com>.



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

August 14, 2009

300 E. 8th Street, Room 826
Austin, TX 78701-3255
Tel (512) 536-5901
Fax (512) 536-5990
texas.fhwa@dot.gov

In Reply Refer To:
HA-TX

SAMPLE LETTER OF INVITATION – COOPERATING AND PARTICIPATING AGENCIES

US 281 EIS

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (Alamo RMA) is initiating an Environmental Impact Statement (EIS) for a proposed transportation project on US 281. The project limits are from Loop 1604 north of San Antonio, Texas, to Borgfeld Road near the Bexar/Comal County line (CSJ 0253-04-138). The objectives of US 281 corridor improvements, as currently defined, are to improve mobility, enhance safety, and improve community quality of life. Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI).

Your agency has been identified as an agency that may have an interest in the proposed project due to the potential for a [NATURE OF INTEREST]. With this letter, we extend your agency an invitation to become a Participating Agency with the FHWA in the development of the EIS for the subject project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

FHWA also requests the participation of the [AGENCY] as a Cooperating Agency in the preparation of the DEIS and FEIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the EIS. As a Participating Agency responsibilities include identifying, as early as practicable,



any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- 1: Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- 2: Participate in coordination meetings and joint field reviews as appropriate.
- 3: Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Again, FHWA is inviting the [AGENCY] to serve in both a Cooperating Agency capacity as well as a Participating Agency capacity. Please respond to FHWA in writing with an acceptance or denial of the invitations prior to September 15, 2009. If your agency declines, the response should state your reason for declining either invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on Thursday, August 27, 2009, from 1:00 pm to 3:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House anytime between 5:30 pm and 8:00 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Ted West, P.E., Urban Programs Engineer
Federal Highway Administration
300 E. 8th Street, Ste. 826
Austin, Texas 78701-3233
(512) 536-5959

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Salvador Deocampo
District Engineer

Enclosures: Project NOI, Draft Coordination Plan, Study Area Map

cc: Ms. Lisa Adelman, Alamo RMA
Ms. Dianna F. Noble, P.E., TxDOT Environmental Affairs Division Director

SAMPLE LETTER OF INVITATION TO PARTICIPATING AGENCIES

US 281 EIS

The Alamo Regional Mobility Authority (Alamo RMA) in cooperation with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), is initiating an Environmental Impact Statement (EIS) for a proposed transportation project on US 281. The project limits are from Loop 1604 north of San Antonio, Texas, to Borgfeld Road near the Bexar/Comal County line (CSJ 0253-04-138). The objectives of US 281 corridor improvements, as currently defined, are to improve mobility, enhance safety, and improve community quality of life. Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI).

Your agency has been identified as an agency that may have an interest in the proposed project. With this letter, we extend your agency an invitation to become a Participating Agency with the Alamo RMA in the development of the EIS for the subject project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Participating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- 1: Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- 2: Participate in coordination meetings and joint field reviews as appropriate.
- 3: Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to the Alamo RMA in writing by September 15, 2009 if your agency wishes to become a Participating Agency.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional

insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on Thursday, August 27, 2009, from 1:00 pm to 3:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House anytime between 5:30 pm and 8:00 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Lisa Adelman
Legal Counsel to the Alamo RMA
1222 N. Main Ave, 10th Floor
San Antonio, Texas 78212
(210) 495-5499

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Terry Brechtel
Executive Director

Enclosures: Project NOI, Draft Coordination Plan, Study Area Map

cc: Ms. Dianna F. Noble, P.E., TxDOT – Environmental Affairs Division
Mr. Salvador Deocampo, District Engineer, Texas Division, FHWA

COUNCIL ON ENVIRONMENTAL QUALITY
EXECUTIVE OFFICE OF THE PRESIDENT

A Citizen's Guide to the NEPA

*Having Your
Voice Heard*



DECEMBER 2007

COUNCIL ON ENVIRONMENTAL QUALITY
EXECUTIVE OFFICE OF THE PRESIDENT

A Citizen's Guide to the NEPA

*Having Your
Voice Heard*



DECEMBER 2007

This guide is based on research and consultations undertaken by the Council on Environmental Quality (CEQ) concerning the need for a Citizen's Guide to the National Environmental Policy Act (NEPA). Participants in the NEPA Regional Roundtables held in 2003-2004 clearly voiced the need for an guide that provides an explanation of NEPA, how it is implemented, and how people outside the Federal government — individual citizens, private sector applicants, members of organized groups, or representatives of Tribal, State, or local government agencies — can better participate in the assessment of environmental impacts conducted by Federal agencies (see <http://ceq.eh.doe.gov/ntf>). This guide is informational and does not establish new requirements. It is not and should not be viewed as constituting formal CEQ guidance on the implementation of NEPA, nor are recommendations in this guide intended to be viewed as legally binding.

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Environmental Quality NEPA Implementing
Regulations

List of Acronyms

CE:	Categorical Exclusion
CEQ:	Council on Environmental Quality
CFR:	Code of Federal Regulations
EA:	Environmental Assessment
EIS:	Environmental Impact Statement
EMS:	Environmental Management System
EPA:	The Environmental Protection Agency
FONSI:	Finding of No Significant Impact
NEPA:	The National Environmental Policy Act
NOI:	Notice of Intent
ROD:	Record of Decision

Purpose of the Guide

This guide has been developed to help citizens and organizations who are concerned about the environmental effects of federal decisionmaking to effectively participate in Federal agencies' environmental reviews under the National Environmental Policy Act (NEPA).¹ With some limited exceptions, all Federal agencies in the executive branch have to comply with NEPA before they make final decisions about federal actions that could have environmental effects. Thus, NEPA applies to a very wide range of federal actions that include, but are not limited to, federal construction projects, plans to manage and develop federally owned lands, and federal approvals of non-federal activities such as grants, licenses, and permits. The Federal Government takes hundreds of actions every day that are, in some way, covered by NEPA.

The environmental review process under NEPA provides an opportunity for you to be involved in the Federal agency decisionmaking process. It will help you understand what the Federal agency is proposing, to offer your thoughts on alternative ways for the agency to accomplish what it is proposing, and to offer your comments on the agency's analysis of the environmental effects of the proposed action and possible mitigation of potential harmful effects of such actions. NEPA requires Federal agencies to consider environmental effects that include, among others, impacts on social, cultural, and economic resources, as well as natural resources. Citizens often have valuable information about places and resources that they value and the potential environmental, social, and economic effects that proposed federal actions may have on those places and resources. NEPA's requirements provide you the means to work with the agencies so they can take your information into account.

¹ National Environmental Policy Act of 1969, as amended, 42 U.S.C. §§ 4321-4347, available at www.nepa.gov.

History and Purpose of NEPA

Congress enacted NEPA in December, 1969, and President Nixon signed it into law on January 1, 1970. NEPA was the first major environmental law in the United States and is often called the “Magna Carta” of environmental laws. Importantly, NEPA established this country’s national environmental policies.

To implement these policies, NEPA requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Two major purposes of the environmental review process are better informed decisions and citizen involvement, both of which should lead to implementation of NEPA’s policies.

Who is Responsible for Implementing NEPA?

Every agency in the executive branch of the Federal Government has a responsibility to implement NEPA. In NEPA, Congress directed that, to the fullest extent possible, the policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with the policies set forth in NEPA.² To implement NEPA’s policies, Congress prescribed a procedure, commonly referred to as “the NEPA process” or “the environmental impact assessment process.”

NEPA’s procedural requirements apply to all Federal agencies in the executive branch. NEPA does not apply to the President, to Congress, or to the Federal courts.³

Because NEPA implementation is an important responsibility of the Federal Government, many Federal agencies have established offices dedicated to NEPA policy and program oversight. Employees in these offices prepare NEPA guidance, policy, and procedures for the agency, and often make this information available to the public through sources such as Internet websites. Agencies are required to develop their own capacity within a NEPA program in order to develop analyses and documents (or review those prepared by others) to ensure informed decisionmaking.⁴ Most agency NEPA procedures are available on-line at the NEPAnet website <http://ceq.eh.doe.gov/nepa/regs/agency/agencies.cfm>). Agency NEPA procedures are published in

² Section 102 of the National Environmental Policy Act of 1969, 42 U.S.C. §4332.

³ CEQ NEPA Regulations 40 C.F.R. §1508.12.

⁴ Council on Environmental Quality, “Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act” 40 C.F.R. section 1507.2, available at www.nepa.gov. Future references to the CEQ NEPA Regulations will be cited as : CEQ NEPA Regulations, 40 C.F.R. §1507.2.

National Environmental Policy Act Sec. 101
[42 USC § 4331]

(a) The Congress, recognizing the profound impact of man's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances and recognizing further the critical importance of restoring and maintaining environmental quality to the overall welfare and development of man, declares that it is the continuing policy of the Federal Government, in cooperation with State and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

(b) In order to carry out the policy set forth in this Act, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may —

1. fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
3. attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
4. preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice;
5. achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
6. enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

(c) The Congress recognizes that each person should enjoy a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

the Federal Register for public review and comment when first proposed and some are later codified and published in the Code of Federal Regulations.⁵ If you experience difficulty locating an agency's NEPA procedures, you can write or call the agency NEPA point of contacts and ask for a copy of their procedures.⁶

To What Do the Procedural Requirements of NEPA Apply?

In NEPA, Congress recognized that the Federal Government's actions may cause significant environmental effects. The range of actions that cause significant environmental effects is broad and includes issuing regulations, providing permits for private actions, funding private actions, making federal land management decisions, constructing publicly-owned facilities, and many other types of actions. Using the NEPA process, agencies are required to determine if their proposed actions have significant environmental effects and to consider the environmental and related social and economic effects of their proposed actions.

NEPA's procedural requirements apply to a Federal agency's decisions for actions, including financing, assisting, conducting, or approving projects or programs; agency rules, regulations, plans, policies, or procedures; and legislative proposals.⁷ NEPA applies when a Federal agency has discretion to choose among one or more alternative means of accomplishing a particular goal.⁸

Frequently, private individuals or companies will become involved in the NEPA process when they need a permit issued by a Federal agency. When a company applies for a permit (for example, for crossing federal lands or impacting waters of the United States) the agency that is being asked to issue the permit must evaluate the environmental effects of the permit decision under NEPA. Federal agencies might require the private company or developer to pay for the preparation of analyses, but the agency remains responsible for the scope and accuracy of the analysis.

⁵ The draft agency implementing procedures, or regulations, are published in the Federal Register, and a public comment period is required prior to CEQ approval. Commenting on these agency regulations is one way to be involved in their development. Most agencies already have implementing procedures; however, when they are changed, the agency will again provide for public comment on the proposed changes.

⁶ See Appendices A and D for information on how to access agency points of contact and agency websites.
⁷ CEQ NEPA Regulations, 40 C.F.R. § 1508.18. Note that this section applies only to legislation drafted and submitted to Congress by federal agencies. NEPA does not apply to legislation initiated by members of Congress.

⁸ CEQ NEPA Regulations, 40 C.F.R. § 1508.23.

When Does NEPA Apply?

NEPA requires agency decisionmakers to make informed decisions. Therefore, the NEPA process must be completed before an agency makes a final decision on a proposed action. Good NEPA analyses should include a consideration of how NEPA's policy goals (Section 101) will be incorporated into the decision to the extent consistent with other considerations of national policy. NEPA does not require the decisionmaker to select the environmentally preferable alternative or prohibit adverse environmental effects. Indeed, decisionmakers in Federal agencies often have other concerns and policy considerations to take into account in the decisionmaking process, such as social, economic, technical or national security interests. But NEPA does require that decisionmakers be informed of the environmental consequences of their decisions.

The NEPA process can also serve to meet other environmental review requirements. For instance, actions that require the NEPA process may have an impact on endangered species, historic properties, or low income communities. The NEPA analysis, which takes into account the potential impacts of the proposed action and investigates alternative actions, may also serve as a framework to meet other environmental review requirements, such as the Endangered Species Act, the National Historic Preservation Act, the Environmental Justice Executive Order, and other Federal, State, Tribal, and local laws and regulations.⁹

Who Oversees the NEPA Process?

There are three Federal agencies that have particular responsibilities for NEPA. Primary responsibility is vested in the Council on Environmental Quality (CEQ), established by Congress in NEPA. Congress placed CEQ in the Executive Office of the President and gave it many responsibilities, including the responsibility to ensure that Federal agencies meet their obligations under the Act. CEQ oversees implementation of NEPA, principally through issuance and interpretation of NEPA regulations that implement the procedural requirements of NEPA. CEQ also reviews and approves Federal agency NEPA procedures, approves of alternative arrangements for compliance with NEPA in the case of emergencies, and helps to resolve disputes between Federal agencies and with other governmental entities and members of the public.

⁹ CEQ NEPA Regulations, 40 C.F.R. § 1502.25.

In 1978, CEQ issued binding regulations directing agencies on the fundamental requirements necessary to fulfill their NEPA obligations.¹⁰ The CEQ regulations set forth minimum requirements for agencies. The CEQ regulations also called for agencies to create their own implementing procedures that supplement the minimum requirements based on each agency's specific mandates, obligations, and missions.¹¹ These agency-specific NEPA procedures account for the slight differences in agencies' NEPA processes.

The Environmental Protection Agency's (EPA) Office of Federal Activities reviews environmental impact statements (EIS) and some environmental assessments (EA) issued by Federal agencies.¹² It provides its comments to the public by publishing summaries of them in the Federal Register, a daily publication that provides notice of Federal agency actions.¹³ EPA's reviews are intended to assist Federal agencies in improving their NEPA analyses and decisions.¹⁴

Another government entity involved in NEPA is the U.S. Institute for Environmental Conflict Resolution, which was established by the Environmental Policy and Conflict Resolution Act of 1998 to assist in resolving conflict over environmental issues that involve Federal agencies.¹⁵ While part of the Federal Government (it is located within the Morris K. Udall Foundation, a Federal agency located in Tucson, Arizona), it provides an independent, neutral, place for Federal agencies to work with citizens as well as State, local, and Tribal governments, private organizations, and businesses to reach common ground. The Institute provides dispute resolution alternatives to litigation and other adversarial approaches. The Institute is also charged with assisting the Federal Government in the implementation of the substantive policies set forth in Section 101 of NEPA.¹⁶

¹⁰ CEQ NEPA Regulations, 40 C.F.R. parts 1500-1508, available at www.nepa.gov.

¹¹ CEQ NEPA Regulations, 40 C.F.R. § 1507.3.

¹² Clean Air Act, 42 U.S.C. § 7609.

¹³ See Appendix B for information on the Federal Register.

¹⁴ For additional information see <http://www.epa.gov/compliance/nepa/index.htm>.

¹⁵ Environmental Policy and Conflict Resolution Act of 1998, 20 U.S.C. §§ 5601-5609.

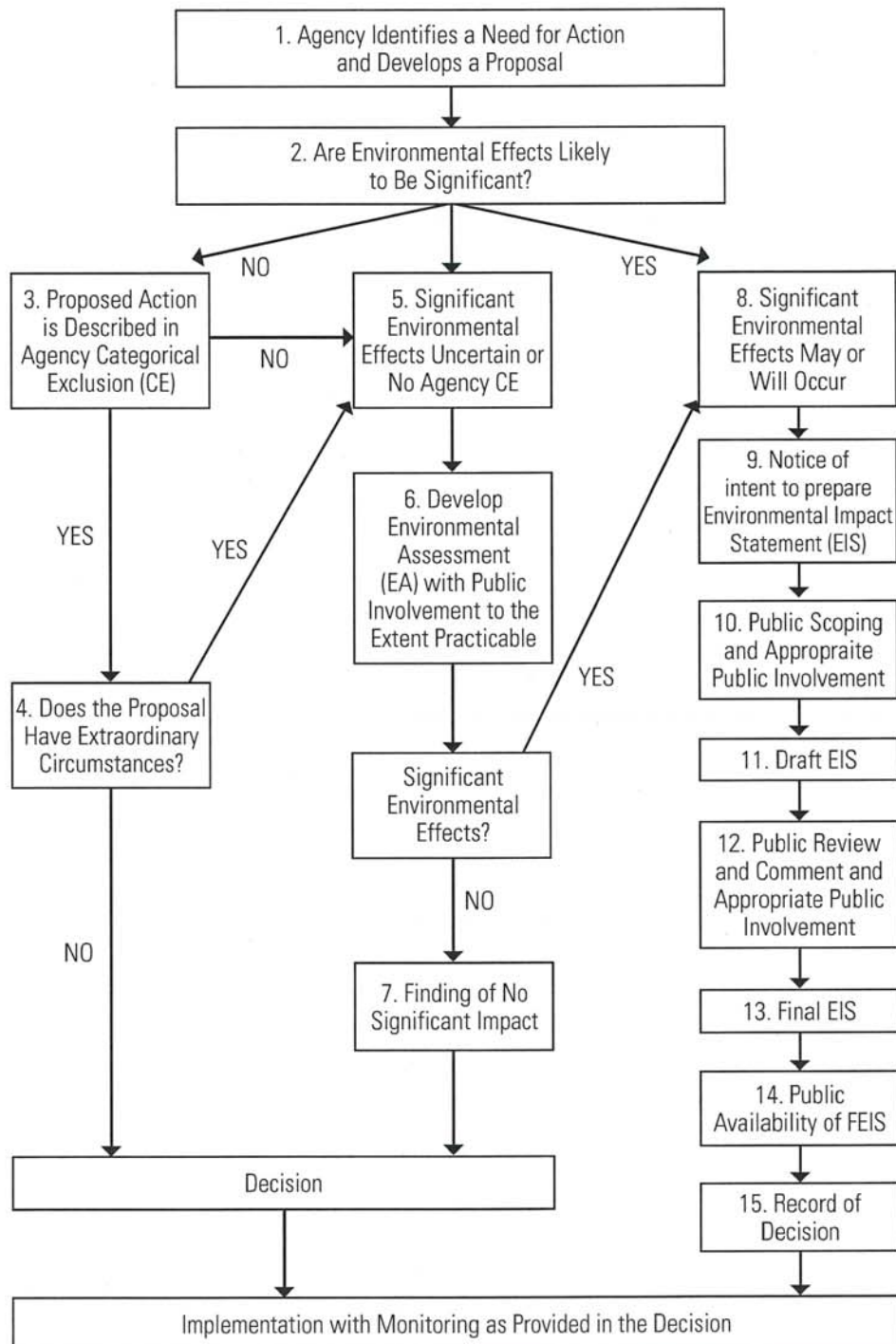
¹⁶ For a discussion of the relationship between Section 101 of NEPA and conflict resolution, including specific case examples and recommendations for strengthening that relationship see the National Environmental Conflict Resolution Advisory Committee, "Final Report — Submitted to the U.S. Institute for Environmental Conflict Resolution of the Morris K. Udall Foundation," (April 2005), available at <http://www.ecr.gov> by clicking on "Resources" and "NEPA and ECR."

Navigating the NEPA Process

Each year, thousands of Environmental Assessments (EAs) and hundreds of Environmental Impact Statements (EISs) are prepared by Federal agencies. These documents provide citizens and communities an opportunity to learn about and be involved in each of those environmental impact assessments that are part of the Federal agency decisionmaking process. It is important to understand that commenting on a proposal is not a “vote” on whether the proposed action should take place. Nonetheless, the information you provide during the EA and EIS process can influence the decisionmakers and their final decisions because NEPA does require that federal decisionmakers be informed of the environmental consequences of their decisions.

This guide will help you better navigate through the NEPA process and better understand the roles of the various other actors. While reading the guide, please refer to the following flowchart, “The NEPA Process,” which details the steps of the NEPA process. For ease of reference, each step of the process is designated with a number which is highlighted in the text discussing that particular step. While agencies may differ slightly in how they comply with NEPA, understanding the basics will give you the information you need to work effectively with any agency’s process.

The NEPA Process



**Significant new circumstances or information relevant to environmental concerns or substantial changes in the proposed action that are relevant to environmental concerns may necessitate preparation of a supplemental EIS following either the draft or final EIS or the Record of Decision (CEQ NEPA Regulations, 40 C.F.R. § 1502.9(c)).*

The NEPA process begins when an agency develops a proposal to address a need to take an action.

The need to take an action may be something the agency identifies itself, or it may be a need to make a decision on a proposal brought to it by someone outside of the agency, for example, an applicant for a permit. Based on the need, the agency develops a proposal for action (Number 1 in Figure 1). If it is the only Federal agency involved, that agency will automatically be the “lead agency,” which means it has the primary responsibility for compliance with NEPA.

Some large or complex proposals involve multiple Federal agencies along with State, local, and Tribal agencies. If another Federal, State, local, or Tribal agency has a major role in the proposed action and also has NEPA responsibilities or responsibilities under a similar NEPA-like law¹⁷, that agency may be a “joint lead agency.” A “joint lead agency” shares the lead agency’s responsibility for management of the NEPA process, including public involvement and the preparation of documents. Other Federal, State, Tribal, or local government agencies may have a decision or special expertise regarding a proposed action, but less of a role than the lead agency. In that case, such a Federal, State, Tribal, or local government agency may be a “cooperating agency.”

A “cooperating agency” is an agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative). Thus, a “cooperating agency” typically will have some responsibilities for the analysis related to its jurisdiction or special expertise.

Once it has developed a proposed action, the agency will enter the initial analytical approach (Number 2 in Figure 1) to help it determine whether the agency will pursue the path of a Categorical Exclusion (CE), an Environmental Assessment (EA), or an Environmental Impact Statement (EIS).

¹⁷ About a quarter of the states have such laws; for example, New York, Montana, Washington, and California all have such laws. New York City also has such a law. A list with references is available at www.nepa.gov by clicking on “State Information” or directly at <http://ceq.eh.doe.gov/nepa/states.html>.

Special Situations

- ❖ On rare occasions, Congress may exempt an action from NEPA.
- ❖ If the agency needs to take an action that would typically require preparation of an environmental impact statement in response to an emergency, and there is insufficient time to follow the regular NEPA process, then the agency can proceed immediately to mitigate harm to life, property, or important resources, and work with CEQ to develop alternative arrangements for compliance with NEPA (40 C.F.R. §1506.11).
- ❖ The NEPA analyses and document may involve classified information. If the entire action is classified, the agency will still comply with the analytical requirements of NEPA, but the information will not be released for public review. If only a portion of the information is classified, the agency will organize the classified material so that the unclassified portions can be made available for review (40 C.F.R. §1507.3(c)).

Implementing the NEPA Process

Categorical Exclusions (CEs) (Number 3 in Figure 1)

A CE is a category of actions that the agency has determined does not individually or cumulatively have a significant effect on the quality of the human environment.¹⁸ Examples include issuing administrative personnel procedures, making minor facility renovations (such as installing energy efficient lighting), and reconstruction of hiking trails on public lands. Agencies develop a list of CEs specific to their operations when they develop or revise their NEPA implementing procedures in accordance with CEQ's NEPA regulations.

A CE is based on an agency's experience with a particular kind of action and its environmental effects. The agency may have studied the action in previous EAs, found no significant impact on the environment based on the analyses, and validated the lack of significant impacts after the implementation. If this is the type of action that will be repeated over time, the agency may decide to amend their implementing regulations to include the action as a CE. In these cases, the draft agency procedures are published in the *Federal Register*, and a public comment period is required. Participation in these comment periods is an important way to be involved in the development of a particular CE.

¹⁸ CEQ NEPA Regulations, 40 C.F.R. § 1508.4.

If a proposed action is included in the description provided for a listed CE established by the agency, the agency must check to make sure that no extraordinary circumstances exist that may cause the proposed action to have a significant effect in a particular situation. Extraordinary circumstances typically include such matters as effects to endangered species, protected cultural sites, and wetlands (Number 4 in Figure 1). If there are no extraordinary circumstances indicating that the effects of the action may be significant, then the agency can proceed with the action.

If the proposed action is not included in the description provided in the CE established by the agency, or there are extraordinary circumstances, the agency must prepare an EA or an EIS, or develop a new proposal that may qualify for application of a CE. When the agency does not know or is uncertain whether significant impacts are expected, the agency should prepare an EA to determine if there are significant environmental effects.

Environmental Assessments (EA) (Number 5 in Figure 1)

The purpose of an EA is to determine the significance of the environmental effects and to look at alternative means to achieve the agency's objectives. The EA is intended to be a concise document that (1) briefly provides sufficient evidence and analysis for determining whether to prepare an EIS; (2) aids an agency's compliance with NEPA when no environmental impact statement is necessary; and (3) facilitates preparation of an Environmental Impact Statement when one is necessary.¹⁹

An EA should include brief discussions of:

- ❖ the need for the proposal,
- ❖ alternative courses of action for any proposal which involves unresolved conflicts concerning alternative uses of available resources,
- ❖ the environmental impacts of the proposed action and alternatives, and
- ❖ a listing of agencies and persons consulted.²⁰

¹⁹ CEQ NEPA Regulations, 40 C.F.R. § 1508.9.

²⁰ CEQ NEPA Regulations, 40 C.F.R. § 1508.9(b).

Because the EA serves to evaluate the significance of a proposal for agency actions, it should focus on the context and intensity of effects that may “significantly” affect the quality of the human environment.²¹ Often the EA will identify ways in which the agency can revise the action to minimize environmental effects.

When preparing an EA, the agency has discretion as to the level of public involvement (Number 6 in Figure 1). The CEQ regulations state that the agency shall involve environmental agencies, applicants, and the public, to the extent practicable, in preparing EAs.²² Sometimes agencies will choose to mirror the scoping and public comment periods that are found in the EIS process. In other situations, agencies make the EA and a draft FONSI available to interested members of the public.

Some agencies, such as the Army, require that interested parties be notified of the decision to prepare an EA, and the Army also makes the EA publicly available. Some agencies keep a notification list of parties interested in a particular kind of action or in all agency actions. Other agencies simply prepare the EA. Not all agencies systematically provide information about individual EAs, so it is important that you read the specific implementing procedures of the proposing agency or ask the local NEPA point of contact working on the project about the process and let the appropriate agency representative know if you are interested in being notified of all NEPA documents or NEPA processes related to a particular type of action.

The EA process concludes with either a Finding of No Significant Impact (FONSI) (Number 7 in Figure 1) or a determination to proceed to preparation of an EIS. A FONSI is a document that presents the reasons why the agency has concluded that there are no significant environmental impacts projected to occur upon implementation of the action.²³ The EA is either summarized in the FONSI or attached to it.

In two circumstances, the CEQ regulations require agencies to make the proposed FONSI available for public review for 30 days. Those situations are:

- ❖ if the type of proposed action hasn’t been done before by the particular agency, or

²¹ CEQ NEPA Regulations 40 C.F.R. § 1508.27.

²² CEQ NEPA Regulations, 40 C.F.R. § 1501.4(e)(2).

²³ Government Printing Office Electronic Information Enhancement Act of 1993, 44 U.S.C. §§ 4101-4104.

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- ❖ if the action is something that typically would require an EIS under the agency NEPA procedures.²⁴

If this is the case, the FONSI is usually published in the *Federal Register*,²⁵ and the notice of availability of the FONSI will include information on how and where to provide your comments. If the requirement for a 30 day review is not triggered the FONSI often will not be published in the Federal Register. It may be posted on the agency's website, published in local newspapers or made available in some other manner. If you are interested in a particular action that is the subject of an EA, you should find out from the agency how it will make the FONSI available.

Environmental Impact Statements (EIS) (Number 8 in Figure 1)

A Federal agency must prepare an EIS if it is proposing a major federal action significantly affecting the quality of the human environment.²⁶ The regulatory requirements for an EIS are more detailed than the requirements for an EA or a categorical exclusion and are explained below.

Notice of Intent and Scoping (Numbers 9 and 10 in Figure 1)

The EIS process begins with publication of a Notice of Intent (NOI), stating the agency's intent to prepare an EIS for a particular proposal. (Number 9 in Figure 1). The NOI is published in the Federal Register, and provides some basic information on the proposed action in preparation for the scoping process (Number 10 in Figure 1).²⁷ The NOI provides a brief description of the proposed action and possible alternatives. It also describes the agency's proposed scoping process, including any meetings and how the public can get involved. The NOI will also contain an agency point of contact who can answer questions about the proposed action and the NEPA process.

The scoping process is the best time to identify issues, determine points of contact, establish project schedules, and provide recommendations to the agency. The overall goal is to define the scope of issues to be addressed in depth in the analyses that will be included in the EIS. Specifically, the scoping process will:

²⁴ 42 U.S.C. § 4332(C).

²⁵ Scoping is a NEPA term of art that describes one major public involvement aspect of the NEPA EIS process (CEQ NEPA Regulations, 40 C.F.R. § 1501.7).

²⁶ CEQ NEPA Regulations, 40 C.F.R. § 1501.7. More information on scoping can be found in CEQ's guidance on scoping at www.nepa.gov.

²⁷ Public hearings are run in a formal manner, with a recording or minutes taken of speakers' comments. Public meetings may be held in a variety of formats, and may be much more informal than hearings.

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- ❖ Identify people or organizations who are interested in the proposed action;
 - ❖ Identify the significant issues to be analyzed in the EIS;
 - ❖ Identify and eliminate from detailed review those issues that will not be significant or those that have been adequately covered in prior environmental review;
 - ❖ Determine the roles and responsibilities of lead and cooperating agencies;
 - ❖ Identify any related EAs or EISs;
 - ❖ Identify gaps in data and informational needs;
 - ❖ Set time limits for the process and page limits for the EIS;
 - ❖ Identify other environmental review and consultation requirements so they can be integrated with the EIS; and
 - ❖ Indicate the relationship between the development of the environmental analysis and the agency's tentative decisionmaking schedule.²⁸

As part of the process, agencies are required to identify and invite the participation of interested persons. The agency should choose whatever communications methods are best for effective involvement of communities, whether local, regional, or national, that are interested in the proposed action. Video conferencing, public meetings, conference calls, formal hearings, or informal workshops are among the legitimate ways to conduct scoping. It is in your interest to become involved as soon as the EIS process begins and to use the scoping opportunity to make thoughtful, rational presentations on impacts and alternatives. Some of the most constructive and beneficial interaction between the public and an agency occurs when citizens identify or develop reasonable alternatives that the agency can evaluate in the EIS.

²⁸ CEQ NEPA Regulations, 40 C.F.R. § 1501.7. More information on scoping can be found in CEQ's guidance on scoping at www.nepa.gov by clicking on "CEQ Guidance."

NEPA is About People and Places



Tent Rocks, Jemez
Mountains.

Southern Regional
NEPA Roundtable
discussion on the
NEPA Task Force
report *Modernizing
NEPA Implementation*



US District
Courthouse, Sioux
Falls, SD

From top left: Tent Rocks photo courtesy of Michael Dechter; Courthouse, Sioux Falls, South Dakota, photo courtesy of General Services Administration, <http://rmrpbs.gsa.gov/internet/PBSWeb.nsf/0/a704c21a7427f8d4872569b50079ac3d?OpenDocument>

Draft EIS (Number 11 in Figure 1)

The next major step in the EIS process that provides an opportunity for your input is when the agencies submit a draft EIS for public comment. The Environmental Protection Agency (EPA) publishes a Notice of Availability in the Federal Register informing you and other members of the public that the draft is available for comment (Number 12 in Figure 1). The EPA notices are also available at <http://www.epa.gov/compliance/nepa/eisdata.html>. Based on the communication plan established by the agency, websites, local papers, or other means of public notice may also be used. The comment period is at least 45 days long; however, it may be longer based on requirements spelled out in the agency specific NEPA procedures or at the agency's discretion. During this time, the agency may conduct public meetings or hearings as a way to solicit comments.²⁹ The agency will also request comments from other Federal, State, Tribal, and local agencies that may have jurisdiction or interest in the matter.

One key aspect of a draft EIS is the statement of the underlying purpose and need.³⁰ Agencies draft a "Purpose and Need" statement to describe what they are trying to achieve by proposing an action. The purpose and need statement explains to the reader why an agency action is necessary, and serves as the basis for identifying the reasonable alternatives that meet the purpose and need.

The identification and evaluation of alternative ways of meeting the purpose and need of the proposed action is the heart of the NEPA analysis. The lead agency or agencies must, "objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."³¹ Reasonable alternatives are those that substantially meet the agency's purpose and need. If the agency is considering an application for a permit or other federal approval, the agency must still consider all reasonable alternatives. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant. Agencies are obligated to evaluate all reasonable alternatives or a range of reasonable alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives.

²⁹ Public hearings are run in a formal manner, with a recording or minutes taken of speakers' comments. Public meetings may be held in a variety of formats, and may be much more informal than hearings.

³⁰ CEQ NEPA Regulations, 40 C.F.R. § 1502.13.

³¹ CEQ NEPA Regulations, 40 C.F.R. § 1502.14.

Agencies must always describe and analyze a “no action alternative.” The “no action” alternative is simply what would happen if the agency did not act upon the proposal for agency action. For example, in the case of an application to the U.S. Army Corps of Engineers for a permit to place fill in a particular area, the “no action” alternative is no permit. But in the case of a proposed new management plan for the National Park Service’s management of a national park, the “no action” alternative is the continuation of the current management plan.

If an agency has a preferred alternative when it publishes a draft EIS, the draft must identify which alternative the agency prefers. All agencies must identify a preferred alternative in the final EIS, unless another law prohibits it from doing so.³²

The agency must analyze the full range of direct, indirect, and cumulative effects of the preferred alternative, if any, and of the reasonable alternatives identified in the draft EIS. For purposes of NEPA, “effects” and “impacts” mean the same thing. They include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial.³³ It is important to note that human beings are part of the environment (indeed, that’s why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.³⁴

CEQ NEPA Regulation Section 1508.8
[40 C.F.R. § 1508.8.]

“Effects” include:

- (a) Direct effects, which are caused by the action and occur at the same time and place.
- (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

³² CEQ NEPA Regulations, 40 C.F.R. § 1502.14(e).

³³ CEQ NEPA Regulations, 40 C.F.R. §§ 1508.7, 1508.8.

³⁴ CEQ NEPA Regulations, 40 C.F.R. § 1508.14.

In addition to the purpose and need, identification of reasonable alternatives, and the environmental effects of the alternatives, the draft EIS will contain a description of the environment that would be affected by the various alternatives.

The EIS will also have a list of who prepared the document and their qualifications,³⁵ a table of contents, and an index.³⁶ The agency may choose to include technical information in appendices that are either circulated with the draft or readily available for review.³⁷

Final EIS (Number 13 in Figure 1)

When the public comment period is finished, the agency analyzes comments, conducts further analysis as necessary, and prepares the final EIS. In the final EIS, the agency must respond to the substantive comments received from other government agencies and from you and other members of the public.³⁸ The response can be in the form of changes in the final EIS, factual corrections, modifications to the analyses or the alternatives, new alternatives considered, or an explanation of why a comment does not require the agency's response.³⁹ Often the agency will meet with other agencies that may be affected by the proposed action in an effort to resolve an issue or mitigate project effects. A copy or a summary of your substantive comments and the response to them will be included in the final EIS.⁴⁰

When it is ready, the agency will publish the final EIS and EPA will publish a Notice of Availability in the Federal Register. The Notice of Availability marks the start of a waiting period (Number 14 in Figure 1). A minimum of 30 days must pass before the agency can make a decision on their proposed action unless the agency couples the 30 days with a formal internal appeals process.⁴¹ This provides time for the agency decisionmaker to consider the purpose and need, weigh the alternatives, balance their objectives, and make a decision.

There is an additional (but rarely used) procedure worth noting: pre-decision referrals to CEQ.⁴² This referral process takes place when

³⁵ CEQ NEPA Regulations, 40 C.F.R. § 1502.17.

³⁶ CEQ NEPA Regulations, 40 C.F.R. § 1502.10.

³⁷ CEQ NEPA Regulations, 40 C.F.R. § 1502.18.

³⁸ CEQ NEPA Regulations, 40 C.F.R. § 1503.4.

³⁹ CEQ NEPA Regulations, 40 C.F.R. § 1503.4(a).

⁴⁰ CEQ NEPA Regulations, 40 C.F.R. § 1503.4(b).

⁴¹ CEQ NEPA Regulations, 40 C.F.R. § 1506.10. If the end of the 30 day wait period is less than 90 days after the notice of availability of the Draft EIS, was published in the Federal Register, then the decision must await the expiration of the 90 days.

⁴² CEQ NEPA Regulations, 40 C.F.R. part 1504.

EPA or another Federal agency determines that proceeding with the proposed action is environmentally unacceptable. If an agency reaches that conclusion, the agency can refer the issue to CEQ within 25 days after the Notice of Availability for the final EIS is issued. CEQ then works to resolve the issue with the agencies concerned. CEQ might also refer the agencies to the U.S. Institute for Environmental Conflict Resolution to try to address the matter before formal elevation.⁴³ There is no provision for citizens to formally refer an action to CEQ; however, CEQ typically provides an opportunity for public involvement in a referral.

Record of Decision (ROD) (Number 15 in Figure 1)

The ROD is the final step for agencies in the EIS process. The ROD is a document that states what the decision is; identifies the alternatives considered, including the environmentally preferred alternative; and discusses mitigation plans, including any enforcement and monitoring commitments.⁴⁴ In the ROD, the agency discusses all the factors, including any considerations of national policy, that were contemplated when it reached its decision on whether to, and if so how to, proceed with the proposed action. The ROD will also discuss if all practical means to avoid or minimize environmental harm have been adopted, and if not, why they were not.⁴⁵ The ROD is a publicly available document. Sometimes RODs are published in the Federal Register or on the agency's website, but if you are interested in receiving the ROD you should ask the agency's point of contact for the EIS how to obtain a copy of the ROD.

⁴³ The U.S. Institute reports disputes it is involved with to CEQ and requests concurrence from CEQ to engage in those disputes involving two or more federal agencies.

⁴⁴ CEQ NEPA Regulations, 40 C.F.R. § 1505.2.

⁴⁵ CEQ NEPA Regulations, 40 C.F.R. § 1505.2(c).

Environmental Management Systems (EMS)

Executive Order (EO 13423) and a subsequent memorandum issued from the Office of Management and Budget and CEQ direct all agencies to adopt an Environmental Management System (EMS). "An EMS is a systematic approach to identifying and managing an organization's environmental obligations and issues that can complement many aspects of the NEPA review process." (Boling, E.A. 2005. Environmental Management Systems and NEPA: A Framework for Productive Harmony. The Environmental Law Reporter. 35 ELR 10022. Environmental Law Institute). EMSs are typically used by organizations and agencies to set up the procedures that will help them comply with the specific requirements of environmental laws and regulations, such as air and water permits. EMSs can be particularly useful in NEPA in the context of post-decision monitoring and mitigation. Using the procedures provided by an EMS, agencies can better ensure they are proper implementation of mitigation measures and provide a mechanism for monitoring the actual effects of the mitigation. (CEQ, Aligning National Environmental Policy Act Processes with Environmental Management Systems — A Guide for NEPA and EMS Practitioners (April 2007) available at www.nepa.gov by clicking on "Aligning NEPA Processes with Environmental Management Systems.")

Supplemental EIS (Asterisk in Figure 1)

Sometimes a Federal agency is obligated to prepare a supplement to an existing EIS. An agency must prepare a supplement to either a draft or final EIS if it makes substantial changes in the proposed action that are relevant to environmental concerns, or if there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. An agency may also prepare a supplemental EIS if it determines that doing so will further the purposes of NEPA.⁴⁶ A supplemental EIS is prepared in the same way as a draft or final EIS, except that scoping is not required. If a supplement is prepared following a draft EIS, the final EIS will address both the draft EIS and supplemental EIS.

⁴⁶ CEQ NEPA Regulations, 40 C.F.R. § 1502.9(c).

EPA's Review

EPA plays a critical role in other agencies' NEPA processes. EPA is required to review and provide comments on the adequacy of the analysis and the impact to the environment.⁴⁷ EPA uses a rating system that summarizes its recommendations to the lead agency (see Appendix C). If EPA determines that the action is environmentally unsatisfactory, it is required by law to refer the matter to CEQ.

The Office of Federal Activities in EPA is the official recipient of all EISs prepared by Federal agencies, and publishes the notices of availability in the Federal Register for all draft, final, and supplemental EISs. The publication of these notices start the official clock for public review and comment periods and wait periods.⁴⁸ In addition to the Federal Register, the notices and summaries of the EPA comments are available at <http://www.epa.gov/compliance/nepa/eisdata.html>.

When and How to Get Involved

It Depends on the Agency

To determine the specific steps in the process where public involvement will be the most effective, it is very important to review the agency's NEPA implementing procedures. As previously mentioned, NEPA processes differ among agencies. For example, the Federal Highway Administration provides a 30 day comment period (with or without a public meeting) on all EAs that they develop before a FONSI is issued while some other agencies have no required comment periods for EAs.⁴⁹

In addition, new legislation can change the way NEPA is implemented in agencies. For example, after the passage of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act", which is transportation legislation that Congress passed in August 2005, the Department of Transportation updated its NEPA processes to implement the new transportation legislation. The Federal Highway Administration and Federal Transit Administration have kept websites up to date and are tracking the evolving guidance at <http://www.environment.fhwa.dot.gov/strmlng/index.asp> by clicking on "SAFETEA-LU."

⁴⁷ Clean Air Act, 42 U.S.C. § 7609.

⁴⁸ CEQ NEPA Regulations, 40 C.F.R. § 1506.10.

⁴⁹ Federal Highway Administration NEPA Regulations, 23 C.F.R. § 771.119 (2005).

**Safe, Accountable, Flexible, Efficient
Transportation Equity Act:
A Legacy for Users
(SAFETEA-LU), Public Law 109-59**

Congress included some modifications to the regular NEPA process for proposed actions that require preparation of EISs in SAFETEA-LU. For example, SAFETEA-LU requires the lead agency to provide an opportunity as early as practicable during the environmental review process for the public to weigh in on both defining the purpose and need for a proposal and determining the range of alternatives to be considered. Congress provided for a process whereby some states could assume responsibilities for all environmental compliance, including NEPA. Congress also established a 180 day statute of limitations for lawsuits challenging agency approvals of projects.

If you are involved or anticipate becoming involved in the NEPA process for a proposed highway or federal mass transit proposal, you should become familiar with the specific requirements of SAFETEA-LU for the NEPA process. One good way to do this is check information on the Federal Highway Administration's website at www.fhwa.dot.gov/safetealu. By clicking on "Cross Reference" you will find both the requirements of the law and FHWA regulations and implementing guidance.

You should also be aware that in the context of highway planning, much work is done at a pre-NEPA stage through statewide, municipal, and rural planning processes. These processes often set the stage for the NEPA process and you should be aware of your opportunities to get involved at that earlier stage. You can learn more about these processes by going to the Federal Highway Administration's website listed above, or by obtaining a copy of "A Citizen's Guide to Transportation Decisionmaking", available at www.fhwa.dot.gov/planning/citizen/index.htm or by writing to the Federal Highway Administration at 1200 New Jersey Avenue, S.E., HEPP-20, Washington, D.C. 20590, Attention: Transportation Planning Capacity Building Team; or calling 202 366-0106. Another publication that may be of assistance is "The Metropolitan Transportation Planning Process: Key Issues. A Briefing Notebook for Transportation Decisionmakers, Officials, and Staff." That publication is being updated to reflect the changes in the SAFETEA-LU law, and should be available through the same website and addresses above.

Be Informed of Actions

Sometimes citizens are generally interested in actions taking place in a particular area (for example, in your community or in an ecosystem or a facility that affects you). If this is the case, you can inform the appropriate agency or agencies that you would like to be notified of any proposed action or any environmental impact analysis that might be prepared in that area. In addition, many agencies now have websites where they post notices for actions they are proposing.

Active Involvement

Being active in the NEPA process requires you to dedicate your resources to the effort. Environmental impact analyses can be technical and lengthy. Active involvement in the NEPA process requires a commitment of time and a willingness to share information with the decisionmaking agency and other citizens. You may participate as an individual, get involved by working with other interested individuals or organizations, or by working through your local, Tribal, or State government. For example, if an agency is taking an action for which your local, State or Tribal government has special expertise or approval authority, the appropriate State, local or Tribal agency can become a “cooperating agency” with the Federal agency.⁵⁰ This formal status does not increase their role in decisionmaking, but it does allow the governments to use their knowledge and authorities to help shape the federal decisionmaking.

Another way to participate is to check with local experts such as biologists or economists at a university to assist with your review of the NEPA analyses and documents. You can also form study groups to review environmental impact analyses and enlist experts to review your comments on the documents. There are many examples, such as the one in the following box, of situations where citizen groups have worked with agencies to develop an alternative to a proposal where the agency adopted that alternative.

⁵⁰ CEQ NEPA Regulations, 40 C.F.R. §§ 1501.6, 1508.5.

Forest Service Herbicide Use in the Pacific Northwest

In many cases, cooperation isn't the first experience that communities and agencies share with one another. In the case of aerial herbicide spraying by the Forest Service in the 1980's across Washington and Oregon, litigation gave way to collaboration that yielded a better decision for all parties.

At issue was the use of 2,4-D, a herbicide comprising half of the well known Agent Orange, which was being sprayed on large tracts of clear-cut forest in an effort to suppress competition with the replanted conifers from all other plants, including native trees and grasses. In 1984, as a result of a citizen lawsuit, a federal judge ordered the Forest Service to stop herbicide use until the agency addressed the problems associated with its use. The Forest Service decided to draft a new EIS for vegetation management and thereby opened the door for public involvement in their decision.

A coalition of tree planters, scientists, rural residents, and herbicide reform activists volunteered to work with the Forest Service to develop an alternative that didn't rely on herbicides for vegetation management. The group identified several simple alternatives such as planting two-year old trees rather than planting seedlings, because the trees are better able to deal with encroachment. Likewise, letting native red alders grow will actually benefit new conifer growth because the alders fix nitrogen in the soils. Much to the coalition's surprise the forest supervisor selected most of the "least-herbicide" approaches for implementation.

Through NEPA, citizens were able to educate and assist the decision-makers in developing their alternatives. Central to their approach was bringing to the table alternatives that met their goals of reducing herbicide use and the goals of the decision-maker to effectively manage vegetation.

Information taken from "Standing Up for This World" by Mary O'Brien in September/October 2004 issue of *Orion*, pages 56-64.

Your involvement in the NEPA process does not have to be confined to commenting on the analysis. If the agency adopts monitoring and mitigation in the ROD, upon request, it must make available to the public the results of relevant monitoring.⁵¹ It must also, upon request,

⁵¹ CEQ NEPA Regulations, 40 C.F.R. §1505.3(d).

inform cooperating or commenting agencies on progress in carrying out mitigation measures which they have proposed and which were adopted by the agency making the decision.⁵² Community groups can also be involved in monitoring.⁵³

In summary, there are several opportunities to get involved in the NEPA process:

- ❖ when the agency prepares its NEPA procedures,
- ❖ prior to and during preparation of a NEPA analysis,
- ❖ when a NEPA document is published for public review and comment, and
- ❖ when monitoring the implementation of the proposed action and the effectiveness of any associated mitigation.

Other Processes that Require Public Involvement

When a proposed action is part of a permitting process there may also be opportunities to comment provided in the statute or regulations for that permitting process in addition to the NEPA public involvement opportunities discussed above. For example, public involvement is required by most Federal agency land use planning regulations. While this guide does not explore all of those additional possibilities for comment, the NEPA team working on a particular proposal will be familiar with the various comment periods and will be able to inform you of those opportunities. Note that the permitting and NEPA processes should be integrated or run concurrently in order to have an effective and efficient decisionmaking process.

⁵² CEQ NEPA Regulations, 40 C.F.R. §1505.3(c).

⁵³ See www.malpaiborderlandsgroup.org/science.asp for discussion of work undertaken by the Science Advisory Committee of the Malpai Borderlands Group in southeastern Arizona and southwestern New Mexico.

Public Comment Periods

Agencies are required to make efforts to provide meaningful public involvement in their NEPA processes.⁵⁴ Citizens involved in the process should ensure that they know how agencies will inform the public that an action is proposed and the NEPA process is beginning (via Federal Register, newspapers, direct mailing, etc.); that certain documents are available; and that preliminary determinations have been made on the possible environmental effects of the proposal (e.g., what level of analysis the agency will initially undertake).

Agencies solicit different levels of involvement when they prepare an EA versus an EIS. In preparing an EIS, agencies are likely to have public meetings and are required to have a 45 day comment period after the draft EIS is made available. In the case of an agency preparing an EA, the CEQ regulations require the agency to involve the public to the extent practicable, but each agency has its own guidelines about how to involve the public for EAs. In any case, citizens are entitled to receive “environmental documents”, such as EAs, involved in the NEPA process.⁵⁵

In terms of a specific agency, required public comment periods associated with an EA or an EIS can be found in its NEPA implementing procedures. In some cases, the draft EIS that an agency prepares may be extremely long. In such cases, an agency may grant requests to extend the comment period to ensure enough time for the public and other agencies to review and comment.

Citizens who want to raise issues with the agency should do so at the earliest possible stage in the process. Agencies are much more likely to evaluate a new alternative or address a concern if it is raised in a timely manner. And the Supreme Court has held in two NEPA cases that if a person or organization expects courts to address an issue, such as evaluating a particular alternative, the issue must have been raised to the agency at a point in the administrative process when it can be meaningfully considered unless the issue involves a flaw in the agency’s analysis that is so obvious that there is no need for a commentator to point it out specifically.

⁵⁴ CEQ NEPA Regulations, 40 C.F.R. §§ 1501.4(b), 1506.6(b).

⁵⁵ CEQ NEPA Regulations, 40 C.F.R. §§ 1506.6, 1508.10.

How to Comment

Comments may be the most important contribution from citizens. Accordingly, comments should be clear, concise, and relevant to the analysis of the proposed action. Take the time to organize thoughts and edit the document submitted.⁵⁶ As a general rule, the tone of the comments should be polite and respectful. Those reviewing comments are public servants tasked with a job, and they deserve the same respect and professional treatment that you and other citizens expect in return. Comments that are solution oriented and provide specific examples will be more effective than those that simply oppose the proposed project. Comments that contribute to developing alternatives that address the purpose and need for the action are also effective. They are particularly helpful early in the NEPA process and should be made, if at all possible, during scoping, to ensure that reasonable alternatives can be analyzed and considered early in the process.

In drafting comments, try to focus on the purpose and need of the proposed action, the proposed alternatives, the assessment of the environmental impacts of those alternatives, and the proposed mitigation. It also helps to be aware of what other types of issues the decisionmaker is considering in relationship to the proposed action.

Commenting is not a form of “voting” on an alternative. The number of negative comments an agency receives does not prevent an action from moving forward. Numerous comments that repeat the same basic message of support or opposition will typically be responded to collectively. In addition, general comments that state an action will have “significant environmental effects” will not help an agency make a better decision unless the relevant causes and environmental effects are explained.

Finally, remember that decisionmakers also receive other information and data such as operational and technical information related to implementing an action that they will have to consider when making a final decision.

⁵⁶ There are many reference books for how to research issues, review documents, and write comments. One in particular is “The Art of Commenting” by Elizabeth Mullin from the Environmental Law Institute (Mullin, Elizabeth D. 2000. *†* The Art of Commenting: How to Influence Environmental Decisionmaking with Effective Comments, Environmental Law Institute. Washington, DC). Another useful reference for those involved in commenting on transportation projects is the American Association of State Highway and Transportation Officials’ (AASHTO) Practitioner’s Handbook 05-Utilizing Community Advisory Committees for NEPA Studies, December, 2006, available at <http://environment.transportation.org> or available through AASHTO’s Center for Environmental Excellence by calling (202) 624-3635.

What If Involvement Isn't Going Well?

For the purposes of this discussion, “not going well” means that you or your organization believes that the lead agency isn’t giving the public sufficient opportunity to get involved or isn’t using that involvement effectively. Perhaps you think that the agency should hold a public meeting, and it refuses to do so. Or you or your community or group has developed an alternative that you think meets the purpose and need of the proposed action and reflects the policies set forth in NEPA, but the agency says it won’t analyze it in the NEPA document. Maybe you want an extension of the comment period because the document is very lengthy, and you simply need more time to review it. Or maybe you feel that communications between your organization and the lead agency have, for some reason, not been constructive.

The most appropriate steps to take if you find yourself in these kinds of situations always depend, of course, on the particular people, timing and proposal at hand. Nonetheless, here are some possible factors and courses of action to consider.

Don't Wait Too Long

First, don’t wait too long to raise your concerns; raise them as soon as practicable. If you just sit back and hope that things will get “better” or that your comments will have greater effect later, you may hear that “you should have raised this sooner.” At times, waiting can be detrimental to you as well as to the rest of the public and the agency involved. For example, if you feel strongly that a particular alternative should be addressed and do not raise it during the scoping process, then it will not get the benefit of comparative analysis with the other alternatives. In addition, it could result in a more expensive and lengthy process (costing taxpayers, including yourself, more) if your delayed suggestion results in the agency deciding to issue a supplemental EIS analyzing that alternative. Or if you, or your organization, later go to court to argue that a certain alternative should have been analyzed in the NEPA document, the judge may find that the court won’t consider that information because you should have raised your concern earlier during the NEPA process.

Contact the Agency

Your first line of recourse should be with the individual that the agency has identified as being in charge of this particular process.

See if you can sit down with him or her to discuss your concern(s). You may be pleasantly surprised at the response.

Other Assistance

If, for some reason, you believe that the process ahead may be particularly contentious or challenging, given a past history of community conflict or deeply divided interests, consider raising with the lead agency the possibility of designing a collaborative process with outside assistance.

One source of such assistance is the U.S. Institute for Environmental Conflict Resolution. Located in Tucson, Arizona, as part of the Morris K. Udall Foundation, the Institute is a Federal entity that offers neutral environmental conflict resolution design, facilitation, education, training, and mediation. Anyone, whether in or out of government, can call the Institute and ask to speak to a professional staff person to discuss the potential for the Institute's involvement in a proposed federal action. You might want to look at its website at www.ecr.gov or contact the Institute to get a better sense of who they are and what they do.⁵⁷ There may also be an environmental conflict resolution office in your state that can provide assistance, and there are also many other individuals and organizations in the private sector that provide various types of conflict resolution services. The U.S. Institute also maintains a publicly accessible roster of environmental mediators and facilitators (available at www.ecr.gov by clicking on "Resources").

NEPA's Requirements

Perhaps your concern involves understanding a legal requirement. There are, of course, many ways to obtain the advice of lawyers knowledgeable about the NEPA process: the lead agency, private attorneys, and public interest attorneys. Build your own understanding by reading information on the NEPA net website at <http://www.NEPA.gov>. You may also call the General Counsel's office or the Associate Director for NEPA Oversight at the Council on Environmental Quality for assistance in interpreting NEPA's legal requirements or for advice and assistance if you have tried to work with the lead agency but feel those efforts have been unsuccessful (see Appendix D for contact information).

⁵⁷ The Institute can be contacted via mailing address: U.S. Institute for Environmental Conflict Resolution, 130 S. Scott Ave. Tucson, AZ 85701; phone: (520) 901-8501; or electronic mail: usiecr@ecr.gov. You might also be interested in reviewing the April 2005 report of the National Environmental Conflict Resolution Advisory Committee that discusses the linkages between NEPA's policies and environmental conflict resolution and is available at <http://www.ecr.gov> by clicking on "Resources" and "NEPA and ECR".

Remedies Available

Finally, of course, there are both administrative and judicial remedies available. A few Federal agencies, such as the Bureau of Land Management and the Forest Service, have an administrative appeals process. Each process is specific to that agency. If an appeal is available, you may find it beneficial to invoke it to try to resolve your concerns with the agency's decisions without the need for a legal challenge. Moreover, a statute or agency regulation may require you to exhaust such an appeal procedure before seeking judicial review. Citizens who believe that a Federal agency's actions violate NEPA may seek judicial review (after any required administrative appeals) in Federal court under the Administration Procedures Act. If you are represented by a lawyer, you should consult with him or her about appropriate options and about communicating with the Federal agencies.

Final Thoughts

This guide was developed to explain the National Environmental Policy Act (NEPA), how it is implemented, and how people outside the Federal government — individual citizens, private sector applicants, members of organized groups, or representatives of Tribal, State, or local government agencies — can better participate in the assessment of environmental impacts conducted by Federal agencies. To learn more about CEQ and NEPA, visit our web sites at <http://www.whitehouse.gov/ceq> and <http://www.nepa.gov> or contact the CEQ Associate Director for NEPA Oversight at (202) 395-5750. Your thoughts and comments on improving this Guide for future editions are always welcome and can be addressed to:

CEQ NEPA Citizens Guide
722 Jackson Place, NW
Washington, DC 20503

Appendix A

NEPAnet and How to Use It

NEPAnet
<http://www.NEPA.gov>

NEPAnet is the Council on Environmental Quality's NEPA website which is supported by the Department of Energy. It contains a wealth of information related to NEPA as it has developed over the years in agencies and through the courts. Guidance as well as studies and reports from CEQ can be accessed from the site; and information on NEPA training can also be found.

Under the "National Environmental Policy Act (NEPA)" section there are several useful links including:

- ❖ The NEPA Statute
- ❖ Executive Orders
- ❖ CEQ Regulations for Implementing NEPA
- ❖ Individual Federal Agency Procedures for Implementing NEPA*
- ❖ CEQ Guidance; topics include:
 - Environmental Conflict Resolution
 - Emergency Actions
 - Cumulative Effects Analysis
 - Cooperating Agencies

** The agency implementing procedures can be accessed here and are mentioned throughout the Citizen's Guide as an important part of the process.*

-
- Purpose and Need
 - Forest Health Projects
 - Environmental Justice
 - Transboundary Impacts
 - Pollution Prevention
 - Scoping
 - Forty Most Asked Questions Concerning CEQ's NEPA Regulations
 - Wetlands
 - Prime Agricultural Land
 - Wild and Scenic Rivers
 - ❖ Federal Agency NEPA Web Sites
 - ❖ Federal NEPA Contacts
 - ❖ State Information
 - ❖ Tribal Information

The other sections provide information about:

- ❖ CEQ NEPA Studies
- ❖ CEQ NEPA Reports
- ❖ Environmental Impact Statements
- ❖ Environmental Impact Analysis
- ❖ Environmental Impact Assessment Professional Organizations
- ❖ International Environmental Impact Assessments
- ❖ NEPA Litigation
- ❖ NEPA Case law
- ❖ NEPA Training Information

Appendix B

The Federal Register and How to Use It

<http://www.gpoaccess.gov/fr/index.html>

The Federal Register is the official daily publication for rules, proposed rules, and notices of Federal agencies and organizations, as well as executive orders and other presidential documents. It is updated daily by 6 a.m. and is published Monday through Friday, except Federal holidays.

This is where you'll find notices from Federal agencies regarding their NEPA actions. Information on the availability of documents, schedule of meetings, and notices of intent to prepare EISs are also published in the Federal Register. In addition, EPA publishes a list of EISs that they have received from agencies each week, and a summary of ratings on EISs that they have reviewed.

The easiest way to pull up notices is to have as much information as possible. Key words such as the name of the agency, location of the action, date or date ranges of the publication are all helpful in the search.

Appendix C

EPA's EIS Rating System

EPA's Environmental Impact Statement Rating System Criteria

<http://www.epa.gov/compliance/nepa/comments/ratings.html>

This website includes information about EISs that have been filed with EPA, EISs that are available for public comment, and information about EPA's review and rating of individual EISs.

EPA has developed a set of criteria for rating draft EISs. The rating system provides a basis upon which EPA makes recommendations to the lead agency for improving the draft EIS.

- ❖ Rating the Environmental Impact of the Action
- ❖ Rating the Adequacy of the Draft Environmental Impact Statement (EIS)

Rating The Environmental Impact of The Action

- ❖ **LO (Lack of Objections):** The review has not identified any potential environmental impacts requiring substantive changes to the preferred alternative. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposed action.
- ❖ **EC (Environmental Concerns):** The review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact.

❖ **EO (Environmental Objections):** The review has identified significant environmental impacts that should be avoided in order to adequately protect the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). The basis for environmental Objections can include situations:

1. Where an action might violate or be inconsistent with achievement or maintenance of a national environmental standard;
2. Where the Federal agency violates its own substantive environmental requirements that relate to EPA's areas of jurisdiction or expertise;
3. Where there is a violation of an EPA policy declaration;
4. Where there are no applicable standards or where applicable standards will not be violated but there is potential for significant environmental degradation that could be corrected by project modification or other feasible alternatives; or
5. Where proceeding with the proposed action would set a precedent for future actions that collectively could result in significant environmental impacts.

❖ **EU (Environmentally Unsatisfactory):** The review has identified adverse environmental impacts that are of sufficient magnitude that EPA believes the proposed action must not proceed as proposed. The basis for an environmentally unsatisfactory determination consists of identification of environmentally objectionable impacts as defined above and one or more of the following conditions:

1. The potential violation of or inconsistency with a national environmental standard is substantive and/or will occur on a long-term basis;
2. There are no applicable standards but the severity, duration, or geographical scope of the impacts associated with the proposed action warrant special attention; or

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3. The potential environmental impacts resulting from the proposed action are of national importance because of the threat to national environmental resources or to environmental policies.

Rating The Adequacy of The Draft Environmental Impact Statement (EIS)

- ❖ **1 (Adequate):** The draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.
- ❖ **2 (Insufficient Information):** The draft EIS does not contain sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the proposal. The identified additional information, data, analyses, or discussion should be included in the final EIS.
- ❖ **3 (Inadequate):** The draft EIS does not adequately assess the potentially significant environmental impacts of the proposal, or the reviewer has identified new, reasonably available, alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. The identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. This rating indicates EPA's belief that the draft EIS does not meet the purposes of NEPA and/or the Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS.

Appendix D

Agency NEPA Contacts

*<http://www.NEPA.gov>
<http://ceq.eh.doe.gov/nepa/contacts.cfm>*

The list of Federal NEPA Contacts is maintained on NEPAnet (*<http://www.NEPA.gov>*) under the heading "National Environmental Policy Act (NEPA)" and is periodically updated.

The complete list is available via the link entitled "Federal NEPA Contacts" or available directly at *<http://ceq.eh.doe.gov/nepa/contacts.cfm>*. If you do not have computer access, call CEQ at (202) 395-5750 for assistance.

The CEQ NEPA Contacts are:

Council on Environmental Quality
722 Jackson Place, NW
Washington, DC 20503
Phone: 202-395-5750
Fax: 202-456-6546

Mr. Horst Greczmiel, Associate Director for NEPA Oversight
Ms. Dinah Bear, General Counsel
Mr. Edward (Ted) Boling, Deputy General Counsel

Appendix E

Some Useful Definitions from the Council on Environmental Quality NEPA Implementing Regulations

Excerpts from 40 CFR part 1508
http://ceq.eh.doe.gov/nepa/regs/ceq/toc_ceq.htm

Section 1508.4 Categorical exclusion.

“Categorical exclusion” means a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency in implementation of these regulations (Sec. 1507.3) and for which, therefore, neither an environmental assessment nor an environmental impact statement is required. An agency may decide in its procedures or otherwise, to prepare environmental assessments for the reasons stated in Sec. 1508.9 even though it is not required to do so. Any procedures under this section shall provide for extraordinary circumstances in which a normally excluded action may have a significant environmental effect.

Section 1508.5 Cooperating agency.

“Cooperating agency” means any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. The selection and responsibilities of a cooperating agency are described in Sec. 1501.6. A State or local agency of similar qualifications or, when the effects are on a reservation, an Indian Tribe, may by agreement with the lead agency become a cooperating agency.

Section 1508.7 Cumulative impact.

“Cumulative impact” is the impact on the environment which results from the incremental impact of the action when added to other past,

present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Section 1508.8 Effects.

“Effects” include:

- (a) Direct effects, which are caused by the action and occur at the same time and place.
- (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

Section 1508.9 Environmental assessment.

“Environmental assessment”:

- (a) Means a concise public document for which a Federal agency is responsible that serves to:
 - 1. Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact.
 - 2. Aid an agency’s compliance with the Act when no environmental impact statement is necessary.
 - 3. Facilitate preparation of a statement when one is necessary.

(b) Shall include brief discussions of the need for the proposal, of alternatives as required by section 102(2)(E), of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted.

Section 1508.11 Environmental impact statement.

“Environmental impact statement” means a detailed written statement as required by section 102(2)(C) of the Act.

Section 1508.12 Federal agency.

“Federal agency” means all agencies of the Federal Government. It does not mean the Congress, the Judiciary, or the President, including the performance of staff functions for the President in his Executive Office. It also includes for purposes of these regulations States and units of general local government and Indian Tribes assuming NEPA responsibilities under section 104(h) of the Housing and Community Development Act of 1974.

Section 1508.13 Finding of no significant impact.

“Finding of no significant impact” means a document by a Federal agency briefly presenting the reasons why an action, not otherwise excluded (Sec. 1508.4), will not have a significant effect on the human environment and for which an environmental impact statement therefore will not be prepared. It shall include the environmental assessment or a summary of it and shall note any other environmental documents related to it (Sec. 1501.7(a)(5)). If the assessment is included, the finding need not repeat any of the discussion in the assessment but may incorporate it by reference.

Section 1508.14 Human environment.

“Human environment” shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment. (See the definition of “effects” (Sec. 1508.8).) This means that economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment.

Section 1508.16 Lead agency.

“Lead agency” means the agency or agencies preparing or having taken primary responsibility for preparing the environmental impact statement.

Section 1508.18 Major federal action.

“Major federal action” includes actions with effects that may be major and which are potentially subject to federal control and responsibility. Major reinforces but does not have a meaning independent of significantly (Sec. 1508.27). Actions include the circumstance where the responsible officials fail to act and that failure to act is reviewable by courts or administrative tribunals under the Administrative Procedure Act or other applicable law as agency action.

(a) Actions include new and continuing activities, including projects and programs entirely or partly financed, assisted, conducted, regulated, or approved by Federal agencies; new or revised agency rules, regulations, plans, policies, or procedures; and legislative proposals (Secs. 1506.8, 1508.17). Actions do not include funding assistance solely in the form of general revenue sharing funds, distributed under the State and Local Fiscal Assistance Act of 1972, 31 U.S.C. 1221 et seq., with no Federal agency control over the subsequent use of such funds. Actions do not include bringing judicial or administrative civil or criminal enforcement actions.

(b) Federal actions tend to fall within one of the following categories:

1. Adoption of official policy, such as rules, regulations, and interpretations adopted pursuant to the Administrative Procedure Act, 5 U.S.C. 551 et seq.; treaties and international conventions or agreements; formal documents establishing an agency’s policies which will result in or substantially alter agency programs.
2. Adoption of formal plans, such as official documents prepared or approved by Federal agencies which guide or prescribe alternative uses of federal resources, upon which future agency actions will be based.

-
3. Adoption of programs, such as a group of concerted actions to implement a specific policy or plan; systematic and connected agency decisions allocating agency resources to implement a specific statutory program or executive directive.
 4. Approval of specific projects, such as construction or management activities located in a defined geographic area. Projects include actions approved by permit or other regulatory decision as well as federal and federally assisted activities.

Section 1508.20 Mitigation.

"Mitigation" includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Section 1508.22 Notice of intent.

"Notice of intent" means a notice that an environmental impact statement will be prepared and considered. The notice shall briefly:

- (a) Describe the proposed action and possible alternatives.
- (b) Describe the agency's proposed scoping process including whether, when, and where any scoping meeting will be held.
- (c) State the name and address of a person within the agency who can answer questions about the proposed action and the environmental impact statement.

Section 1508.23 Proposal.

“Proposal” exists at that stage in the development of an action when an agency subject to the Act has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal and the effects can be meaningfully evaluated. Preparation of an environmental impact statement on a proposal should be timed (Sec. 1502.5) so that the final statement may be completed in time for the statement to be included in any recommendation or report on the proposal. A proposal may exist in fact as well as by agency declaration that one exists.

Section 1508.25 Scope.

“Scope” consists of the range of actions, alternatives, and impacts to be considered in an environmental impact statement. The scope of an individual statement may depend on its relationships to other statements (Secs. 1502.20 and 1508.28). To determine the scope of environmental impact statements, agencies shall consider 3 types of actions, 3 types of alternatives, and 3 types of impacts. They include:

- (a) Actions (other than unconnected single actions) which may be:
 - (1) Connected actions, which means that they are closely related and therefore should be discussed in the same impact statement. Actions are connected if they:
 - (i) Automatically trigger other actions which may require environmental impact statements.
 - (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.
 - (iii) Are interdependent parts of a larger action and depend on the larger action for their justification.
 - (2) Cumulative actions, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement.
 - (3) Similar actions, which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography. An agency may

wish to analyze these actions in the same impact statement. It should do so when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement.

(b) Alternatives, which include:

- (1) No action alternative.
- (2) Other reasonable courses of actions.
- (3) Mitigation measures (not in the proposed action).

(c) Impacts, which may be: (1) Direct; (2) indirect; (3) cumulative.

Section 1508.27 Significantly.

“Significantly” as used in NEPA requires considerations of both context and intensity:

(a) Context. This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.

(b) Intensity. This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:

- (1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
- (2) The degree to which the proposed action affects public health or safety.
- (3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park

lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

- (4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.
- (5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
- (6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.
- (7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
- (8) The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.
- (9) The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
- (10) Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.

Section 1508.28 Tiering.

“Tiering” refers to the coverage of general matters in broader environmental impact statements (such as national program or policy statements) with subsequent narrower statements or environmental analyses (such as regional or basinwide program statements or ultimately site-specific statements) incorporating by reference the

general discussions and concentrating solely on the issues specific to the statement subsequently prepared. Tiering is appropriate when the sequence of statements or analyses is:

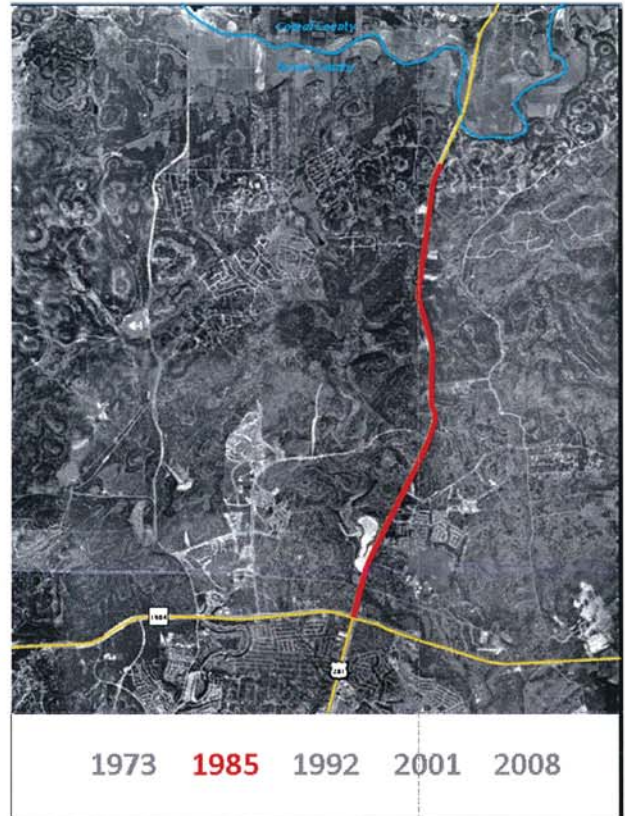
- (a) From a program, plan, or policy environmental impact statement to a program, plan, or policy statement or analysis of lesser scope or to a site-specific statement or analysis.
- (b) From an environmental impact statement on a specific action at an early stage (such as need and site selection) to a supplement (which is preferred) or a subsequent statement or analysis at a later stage (such as environmental mitigation). Tiering in such cases is appropriate when it helps the lead agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe.

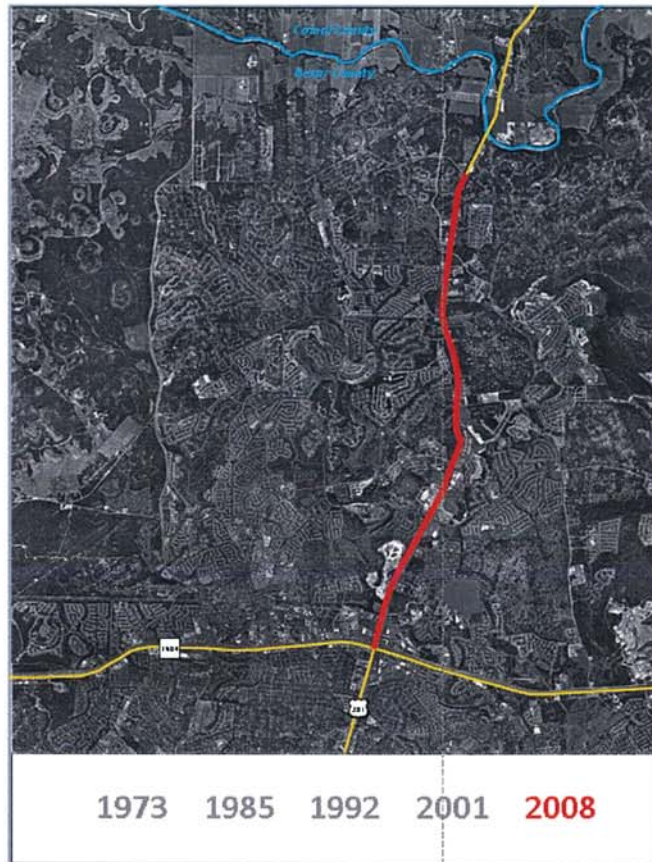
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Slide Presentations

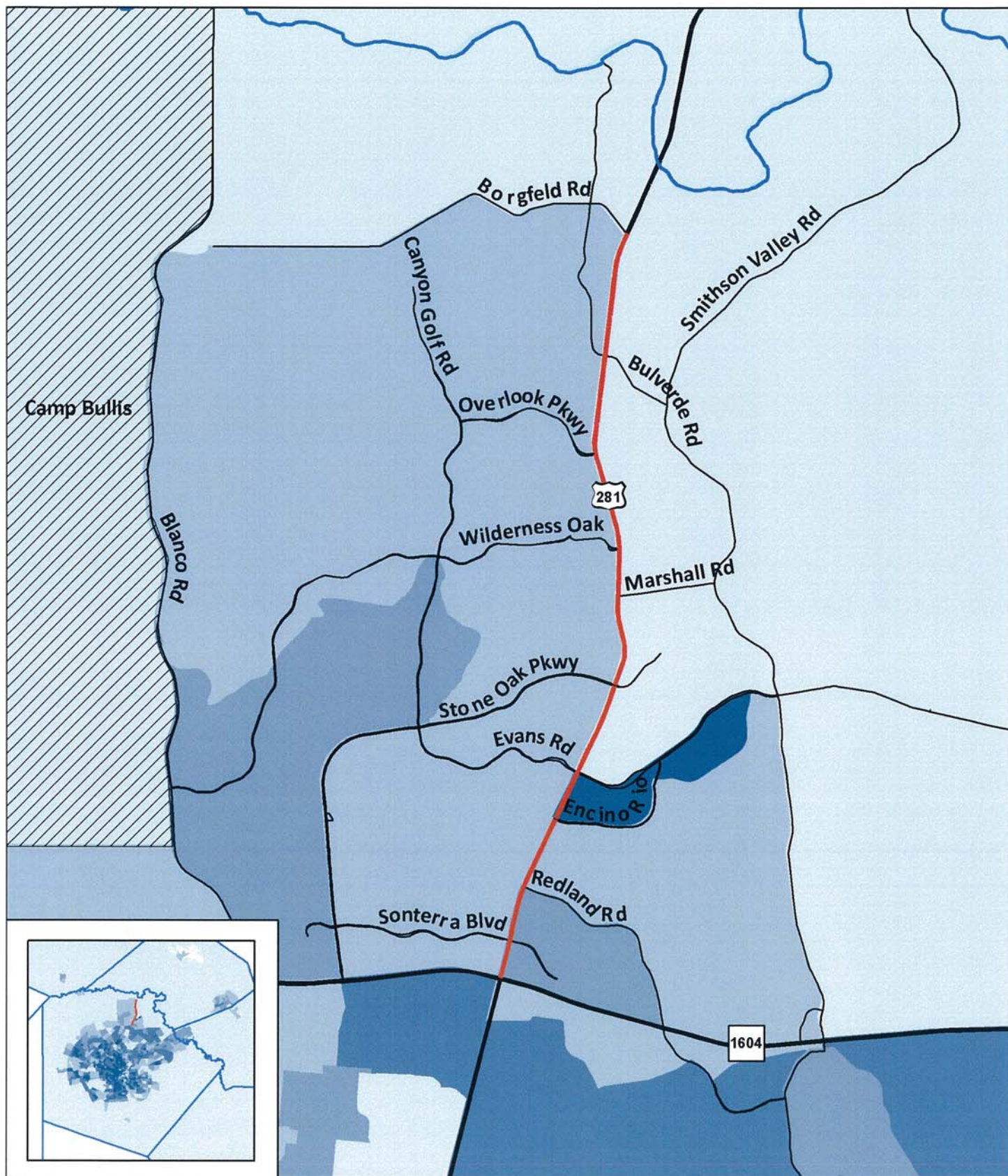
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The Changing Landscape of the US 281 Corridor



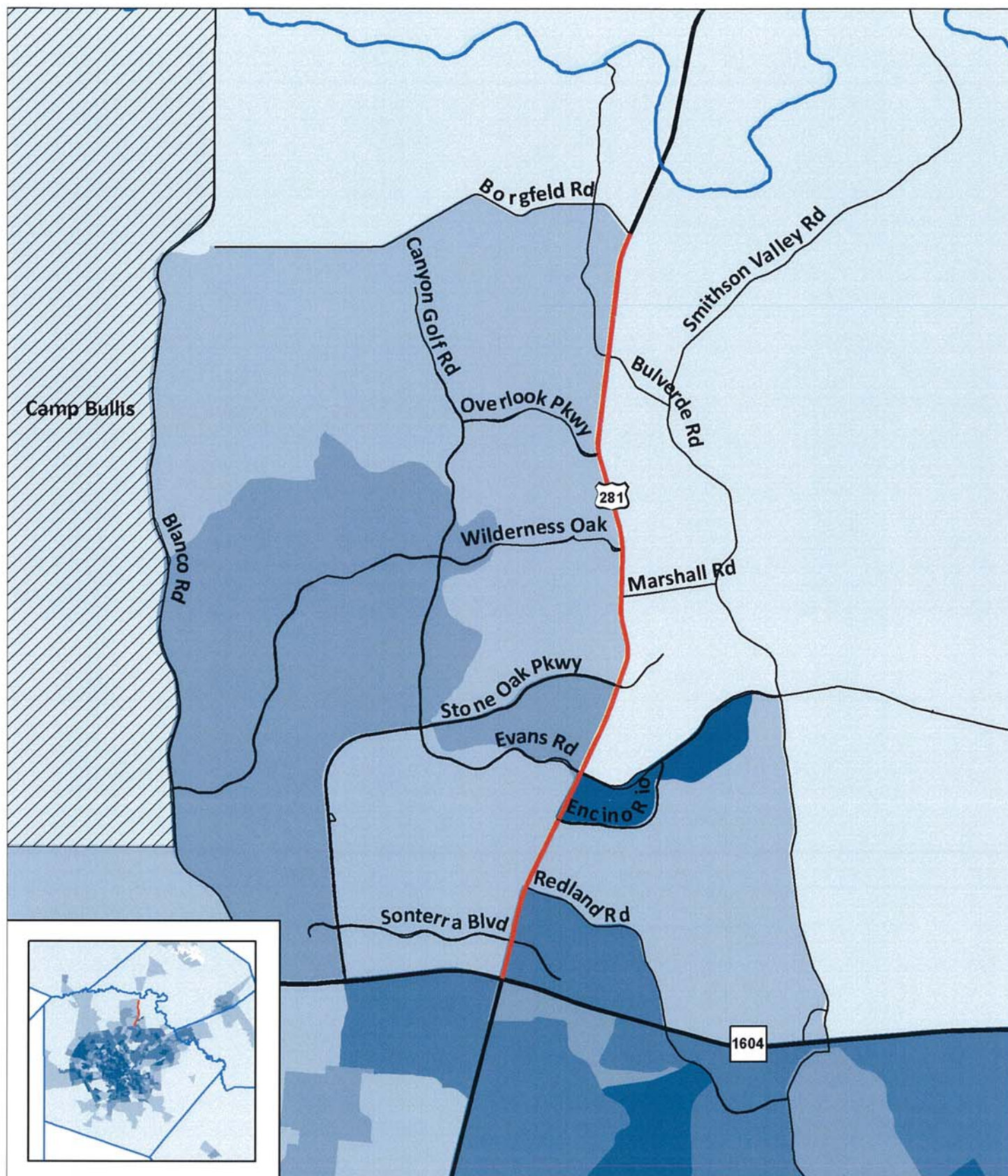


**Population Density
Along the US 281 Corridor
& the Expected Future**



2005: People per Acre

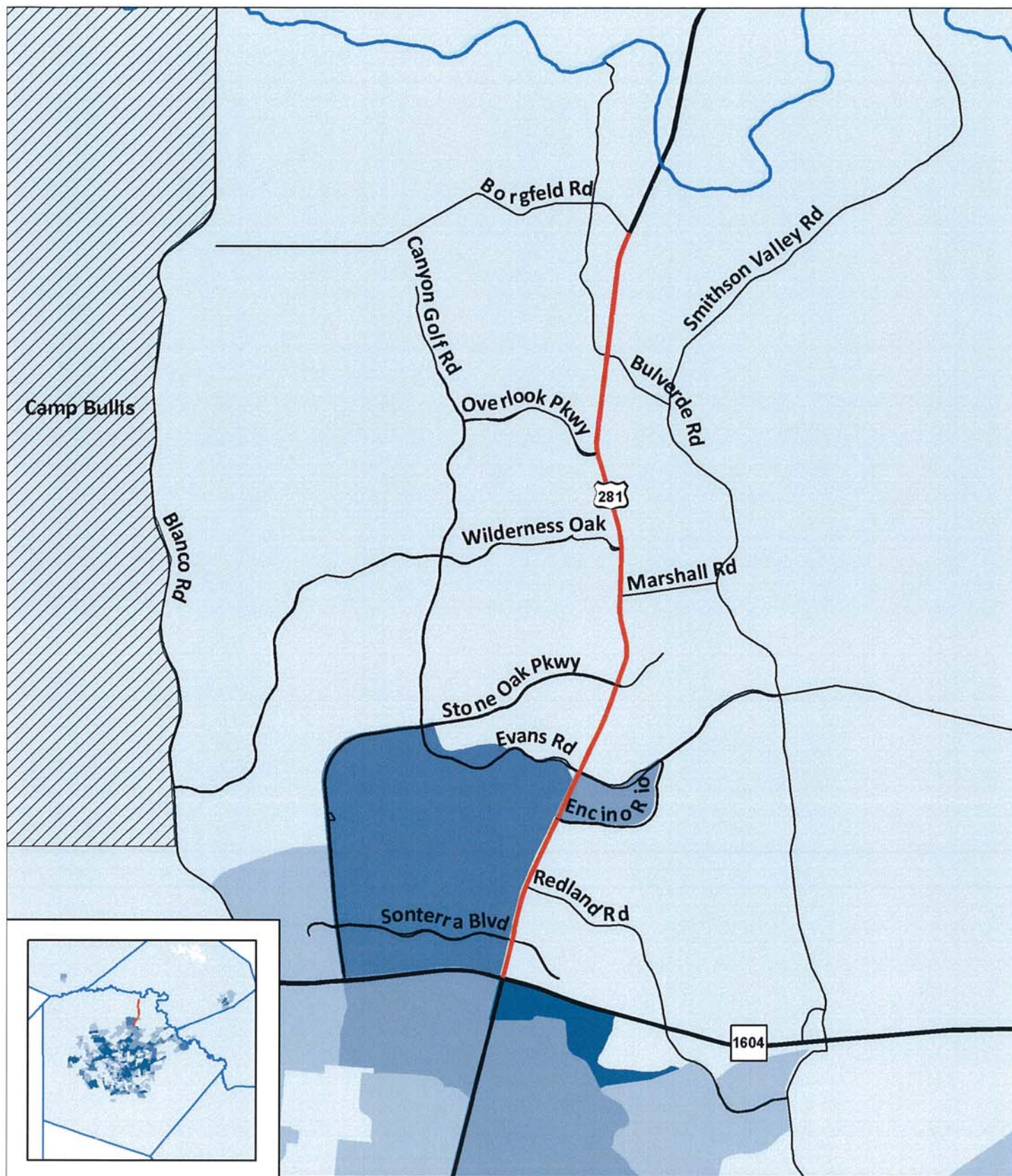
Source: San Antonio – Bexar County Metropolitan Planning Organization



2035: People per Acre

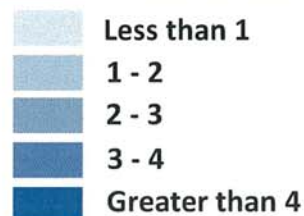
Source: San Antonio – Bexar County Metropolitan Planning Organization

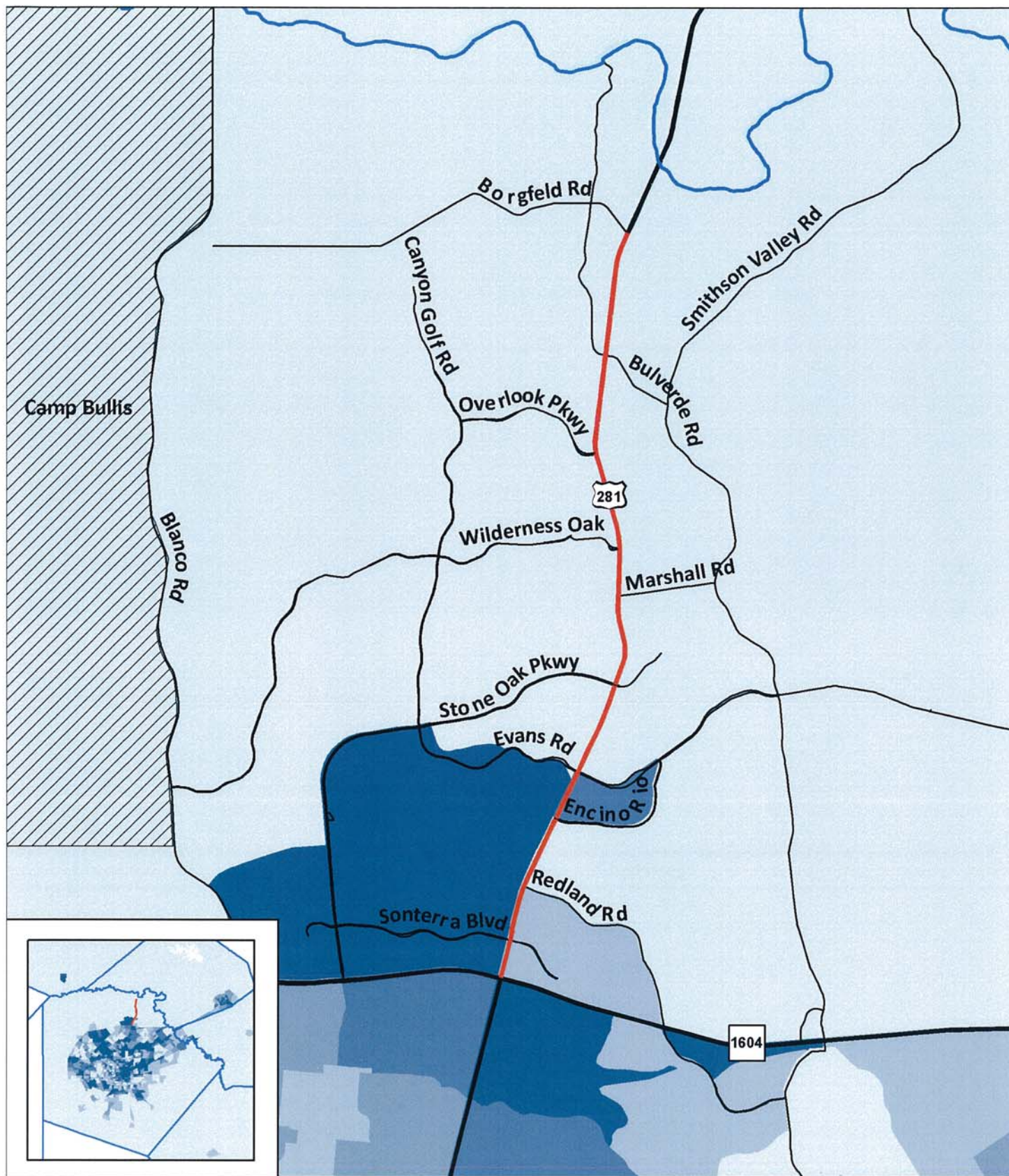
**Employment Density
Along the US 281 Corridor
& the Expected Future**



2005: Employees per Acre

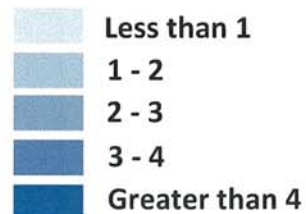
Source: San Antonio – Bexar County Metropolitan Planning Organization

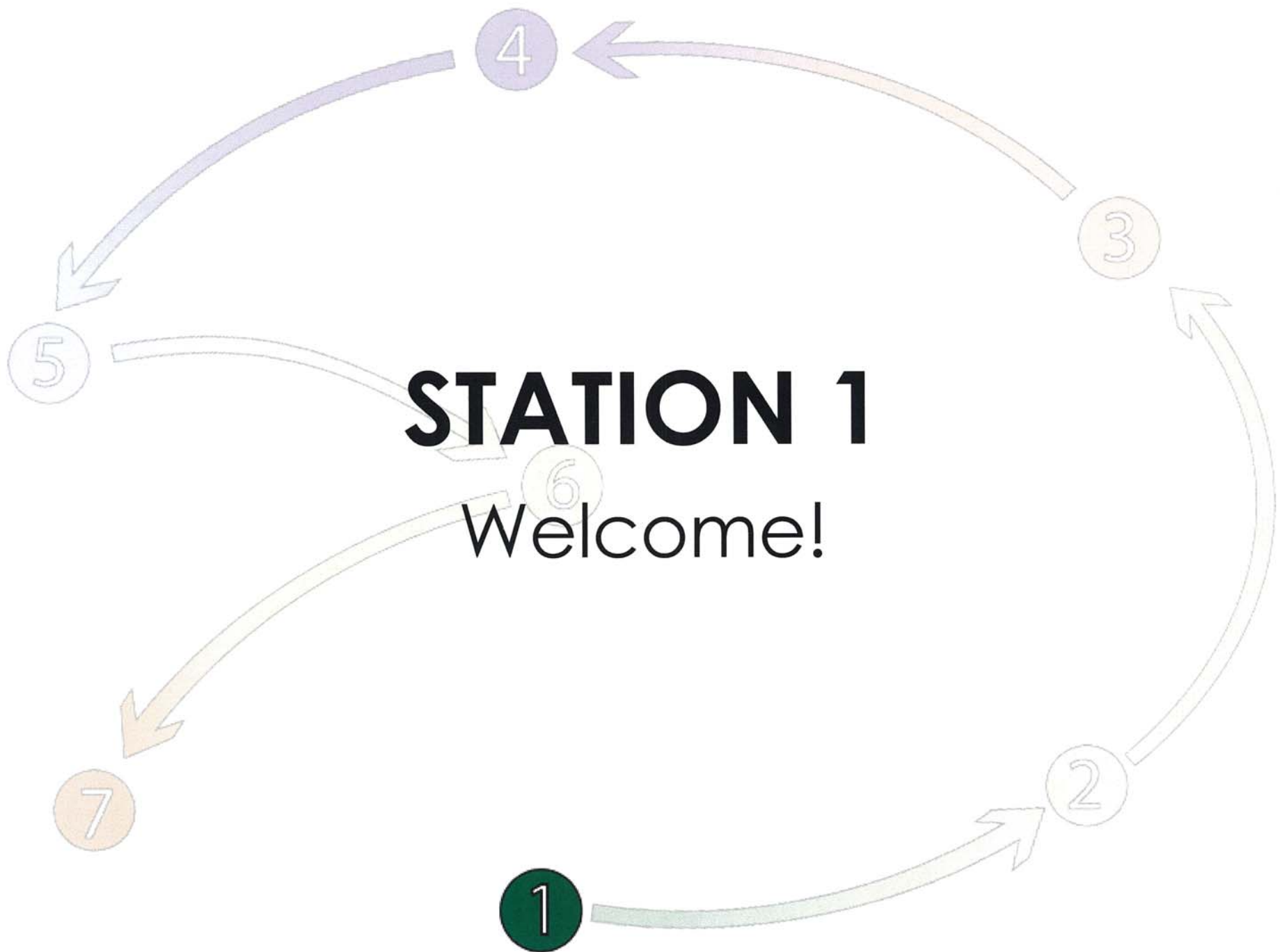




2035: Employees per Acre

Source: San Antonio – Bexar County Metropolitan Planning Organization





***REGISTRATION AND
INFORMATION***

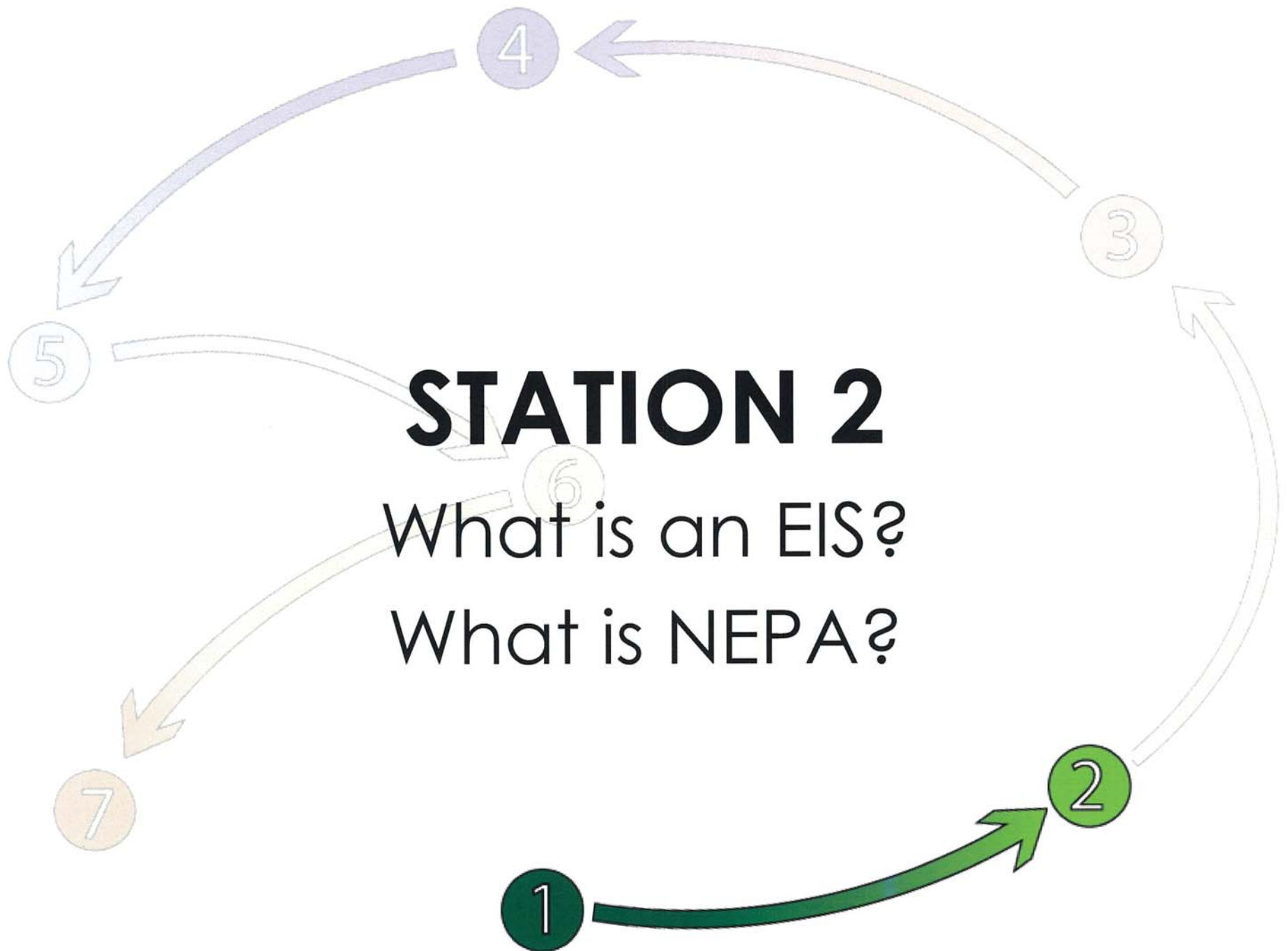
**Remember
to pick up
your
information
packet!**

***PLEASE SIGN-IN AT THE
REGISTRATION TABLE***

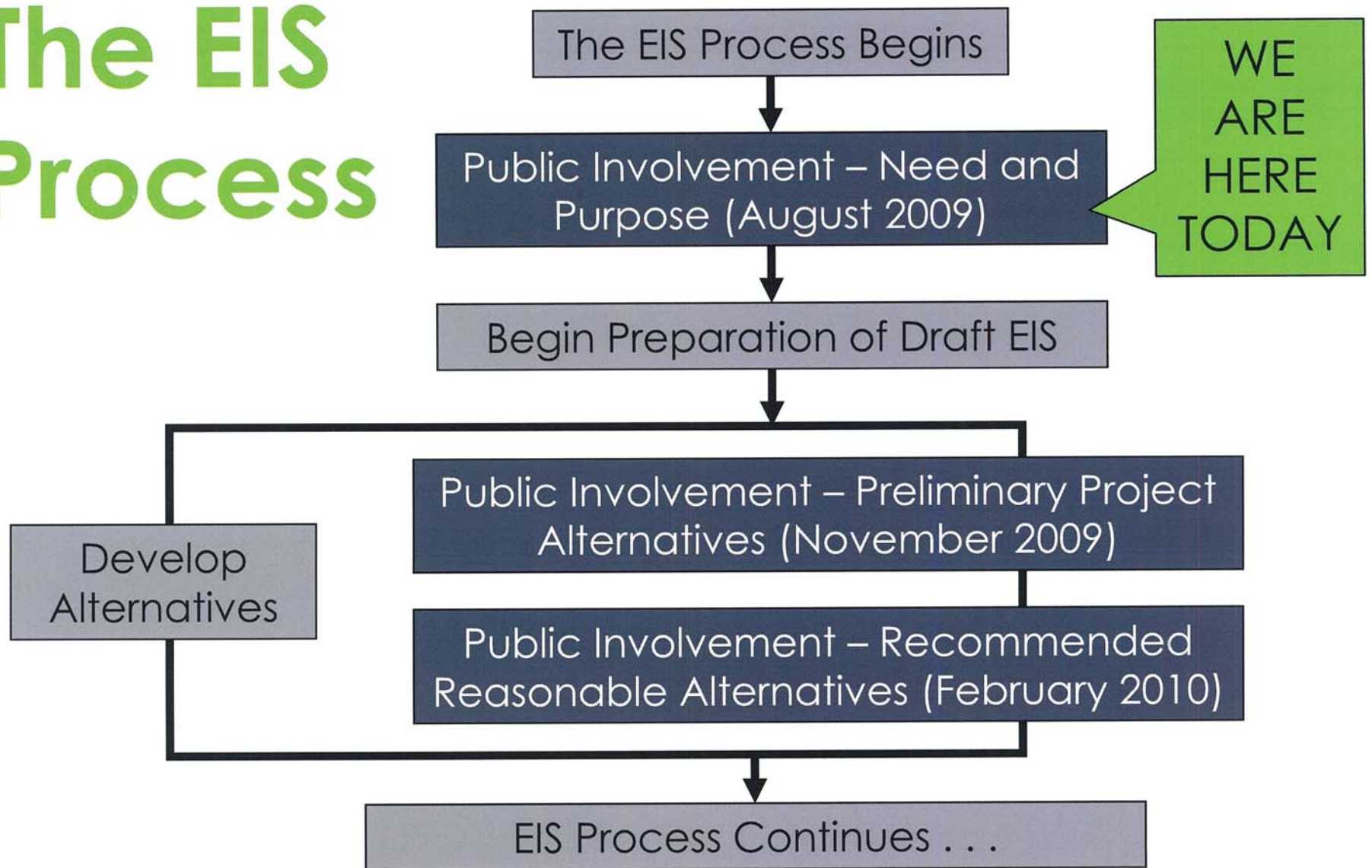
Need Additional Help or Have a Question?



Talk to Sonia



The EIS Process



COUNCIL ON ENVIRONMENTAL QUALITY
EXECUTIVE OFFICE OF THE PRESIDENT

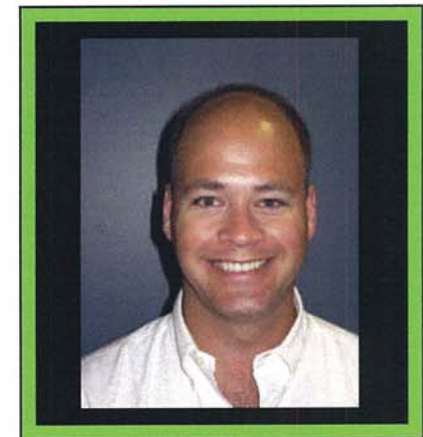
A Citizen's Guide to the NEPA

*Having Your
Voice Heard*

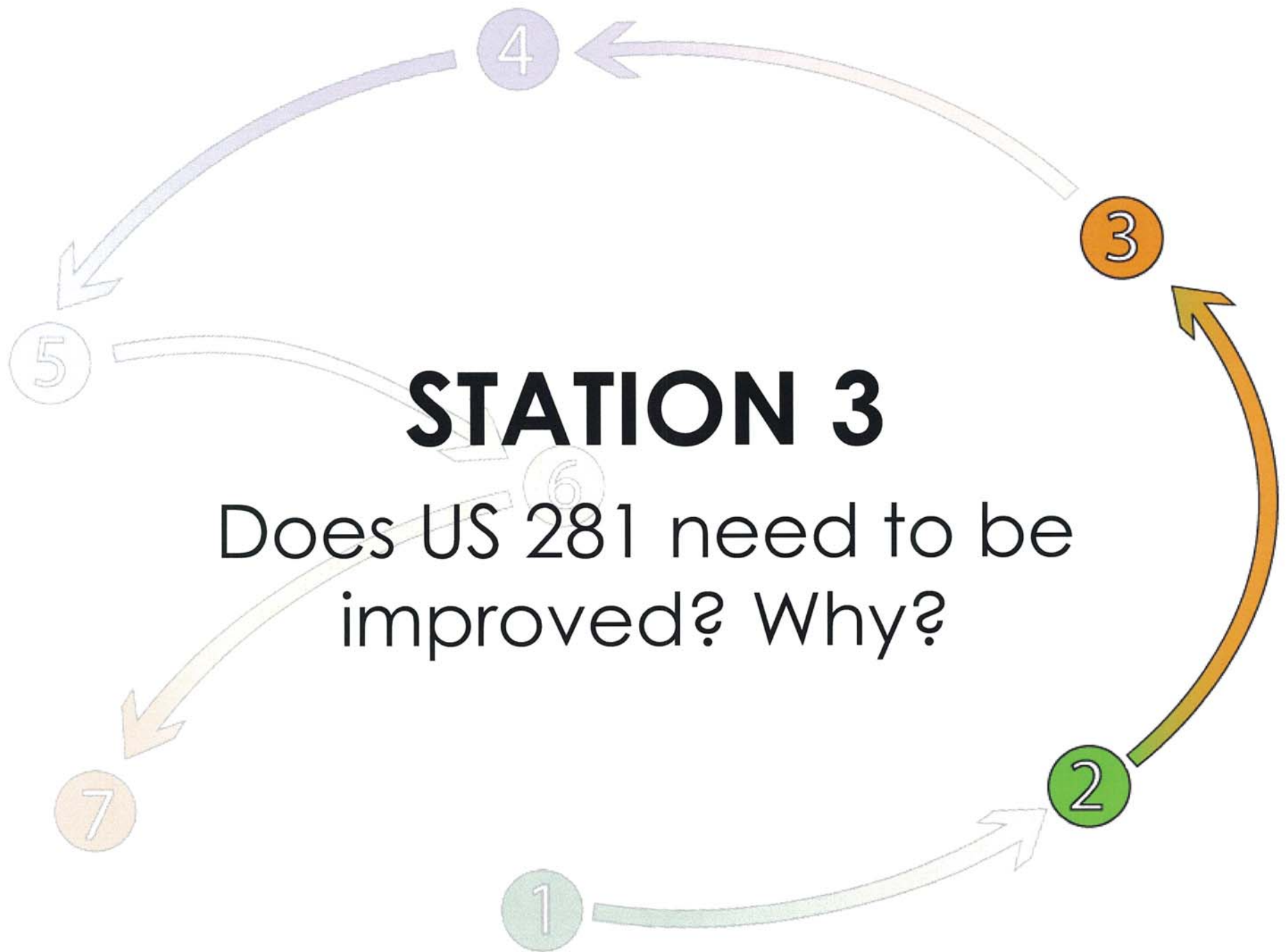


DECEMBER 2007

Want to know more?



Ask Jeff

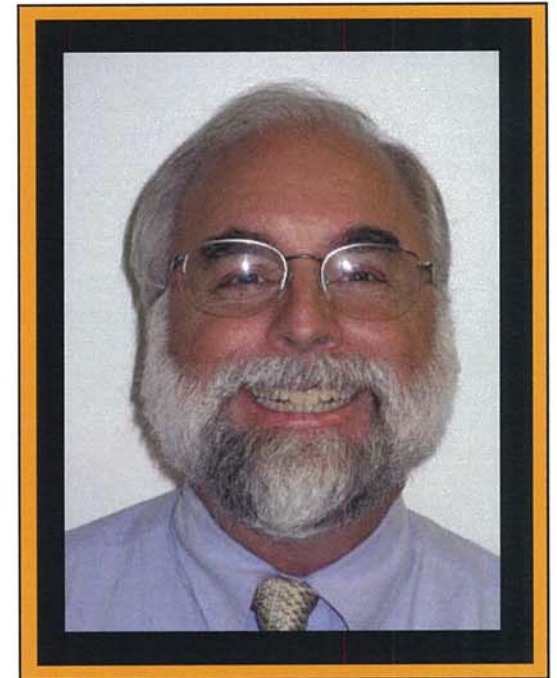


The **population** in the project area is estimated to **double** by **2035**

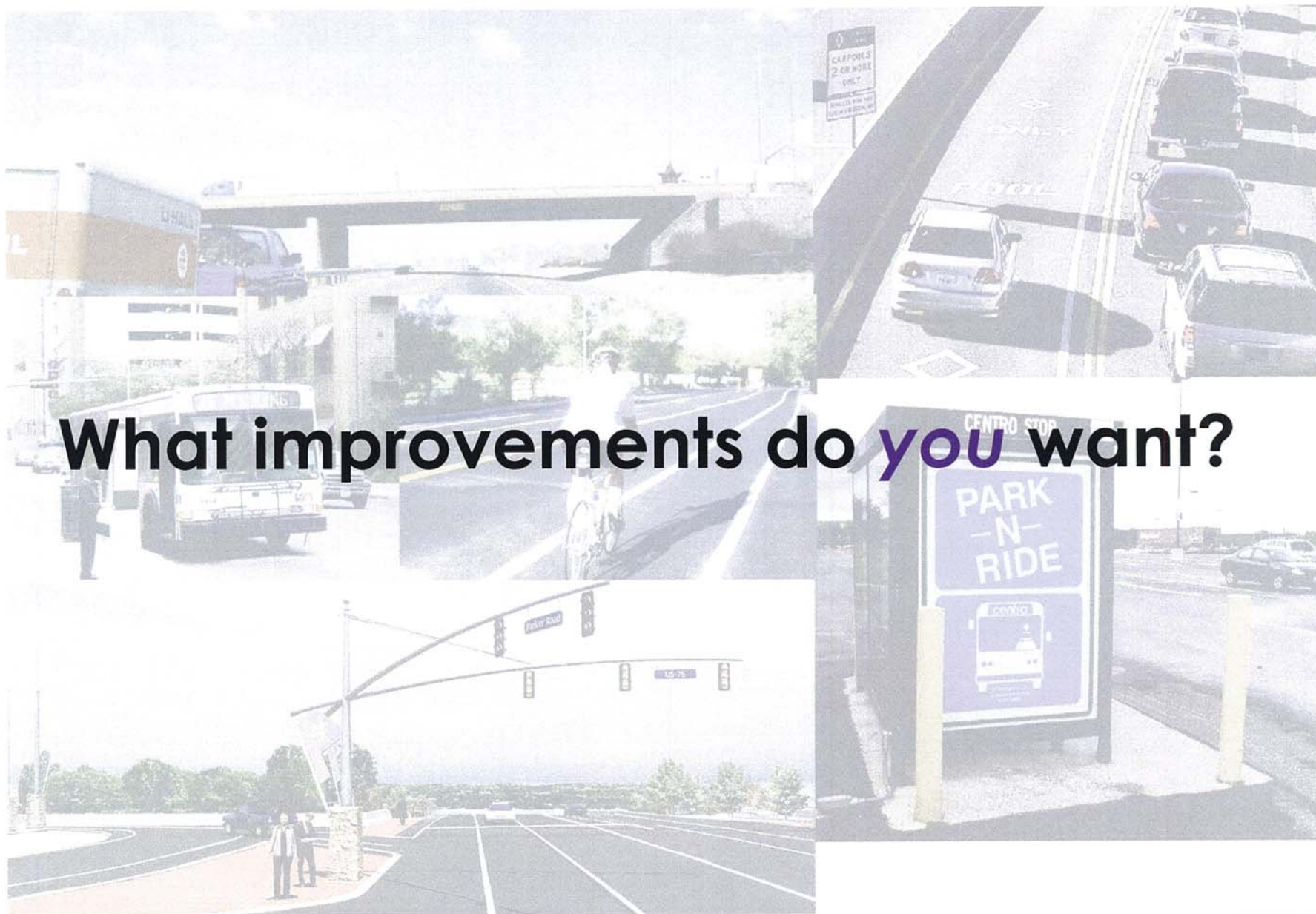
Recent *land development* trends have *increased local traffic* resulting in conflict between mobility and accessibility

Questions on improvement needs ?

Talk to Michael





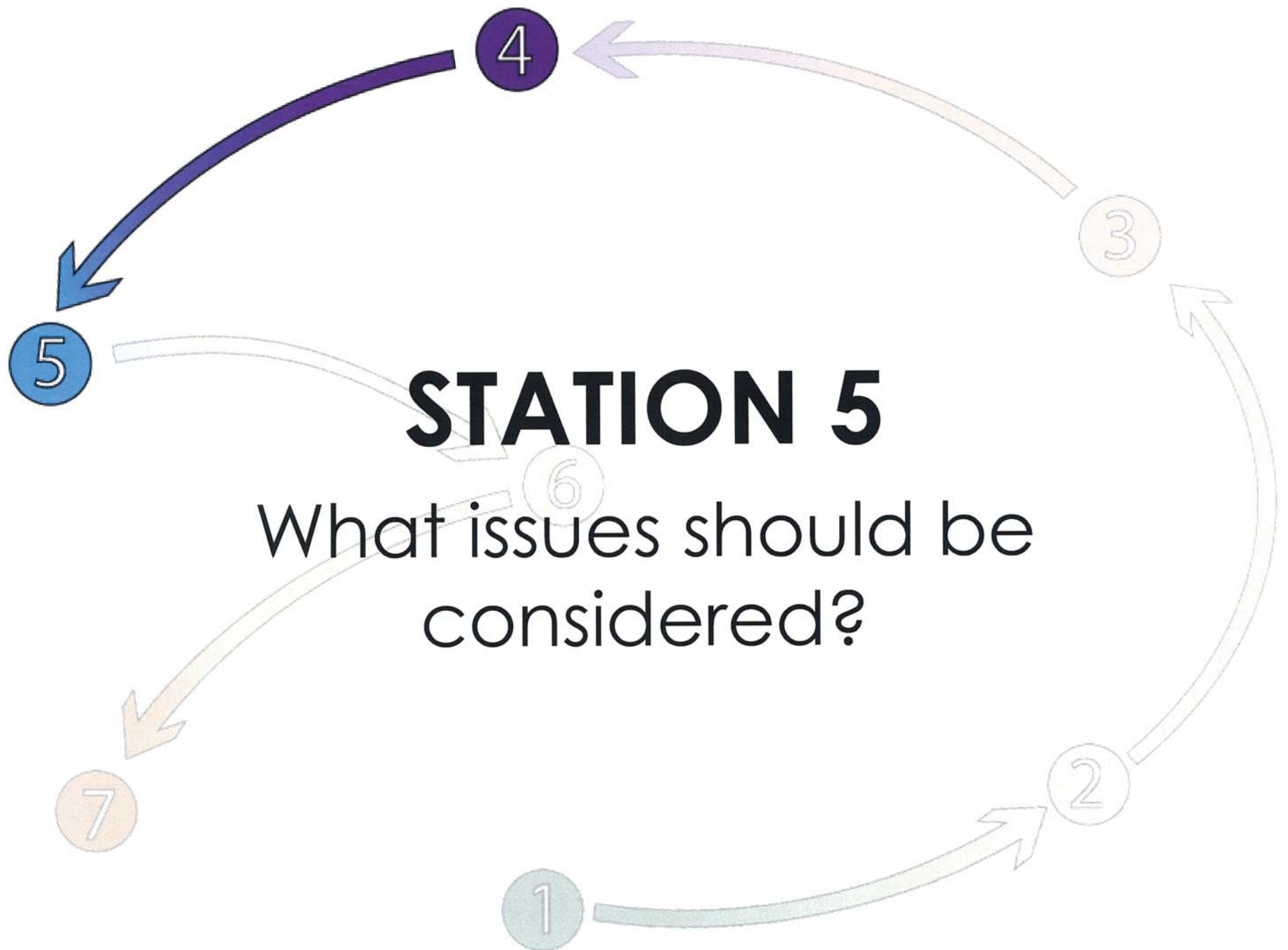


What improvements do *you* want?

Want more Information on the Alternatives?



Talk to Brett or Marc



What factors will be
considered as a part of the
US 281 EIS?

What do **YOU** think
influences land
development?

Threatened and Endangered



Species in the Area

Low Impact Development



Stormwater Management

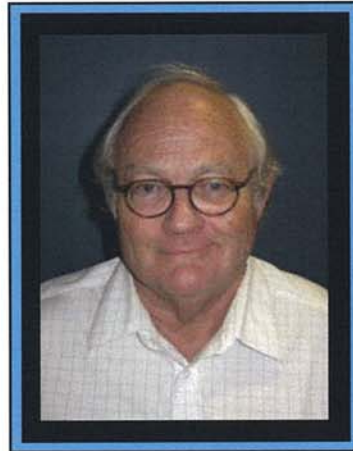


Sustainable Design



Have more questions?

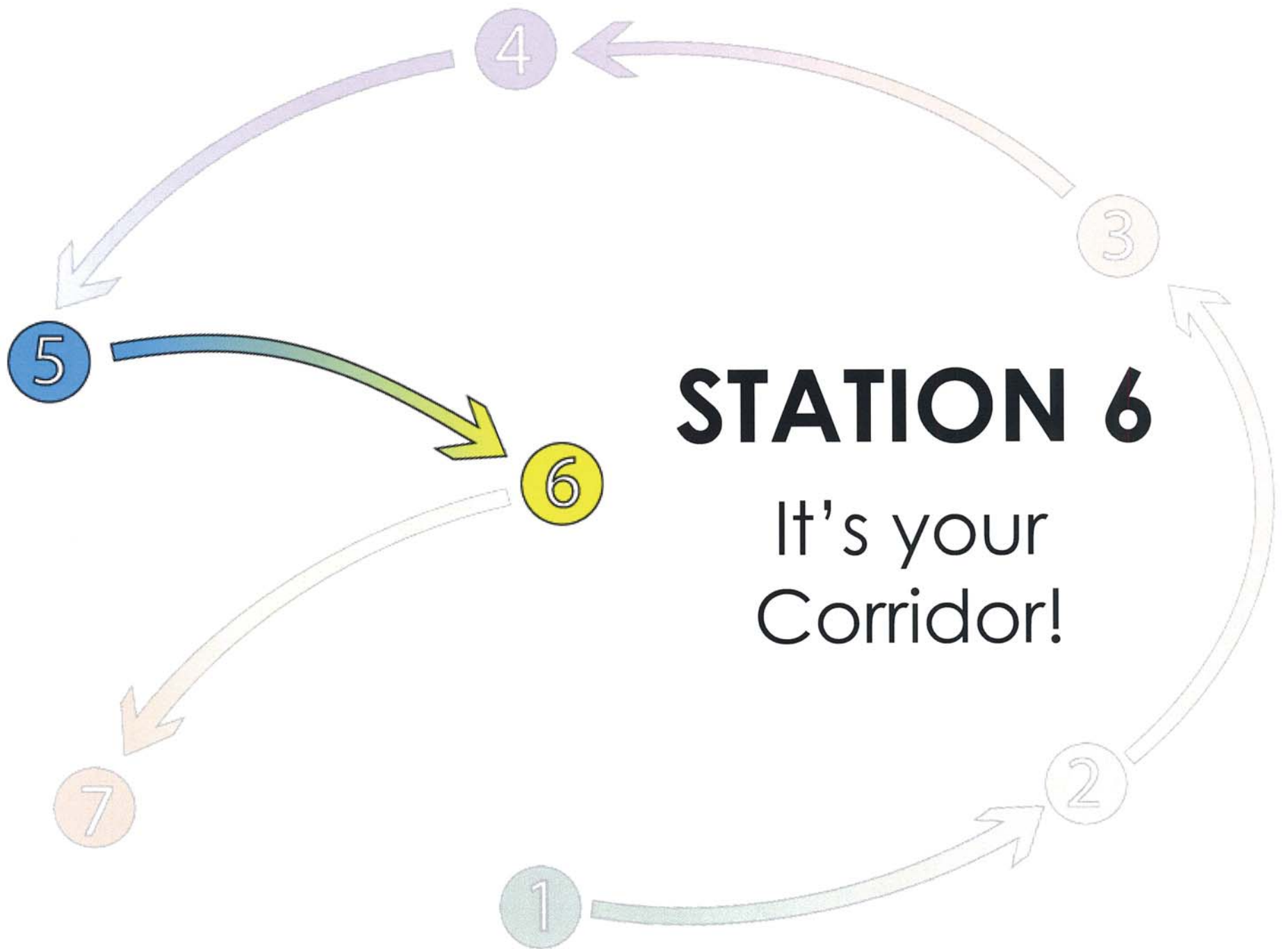
Talk to:



Tom



Krista



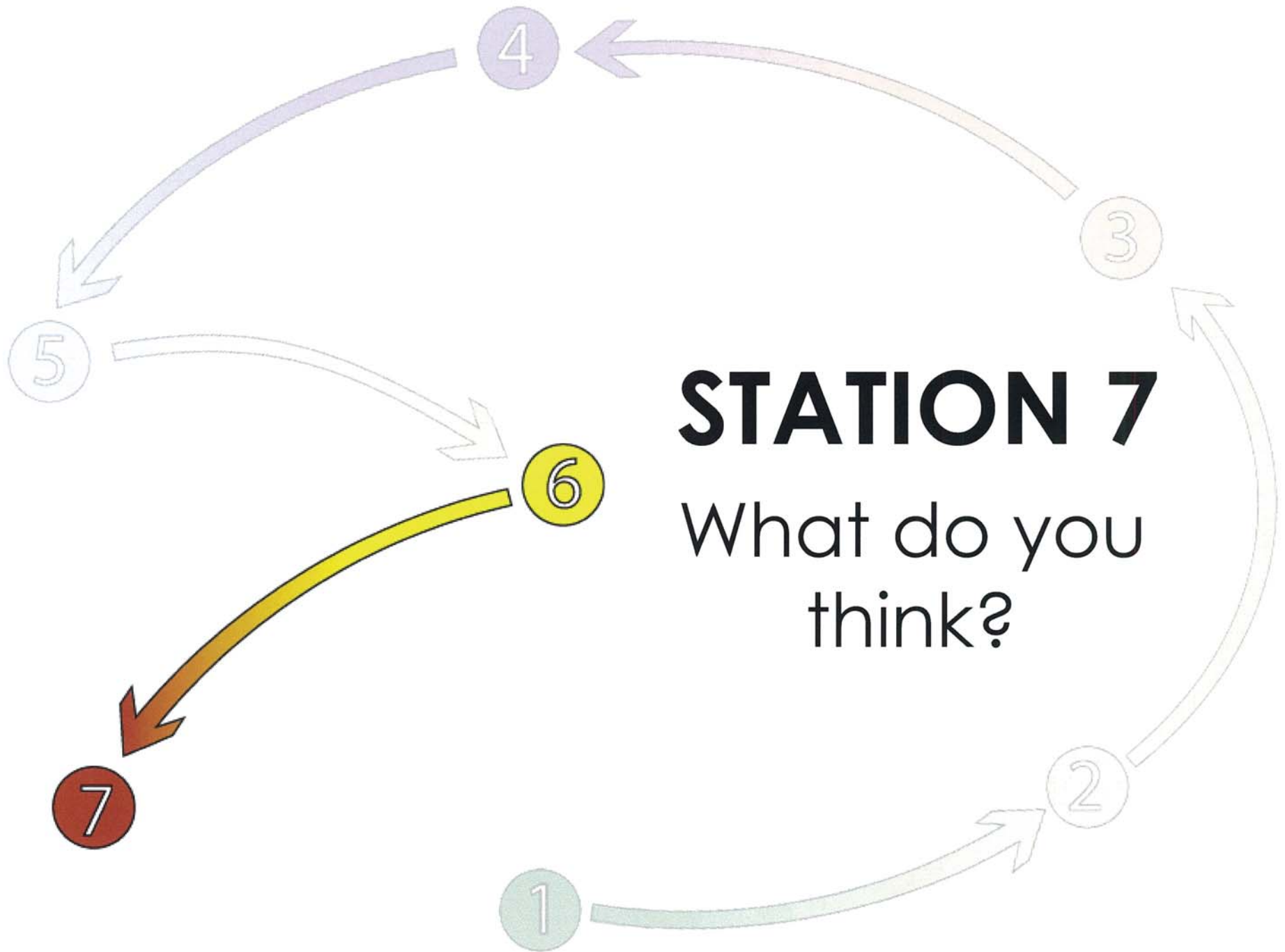
Where do you live?

What areas interest you?

Where do you work?

STATION 7

What do you think?



We Need your Comments on:



1. Draft Coordination Plan
2. Need and Purpose
3. Range of Alternatives

Ways to Comment:

- Fill out a **comment card**
- Give verbal comments to the **Court Reporter**
- Submit comments by **fax** or **email**
- **Mail written** comments

Submit by September 8th!

The 4-1-1 on 281

Thank You for Coming!

**Additional Information at:
<http://411on281.com/us281eis>**

ALAMO RMA
Alamo Regional Mobility Authority

"Moving people faster"

Exhibits

WELCOME!

US 281 Environmental Impact
Statement (EIS)

PUBLIC SCOPING MEETING #1 OPEN HOUSE

5:30 P.M. – 8:00 P.M.
THURSDAY AUGUST 27, 2009



ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

REGISTRATION AND INFORMATION

- PLEASE SIGN IN -

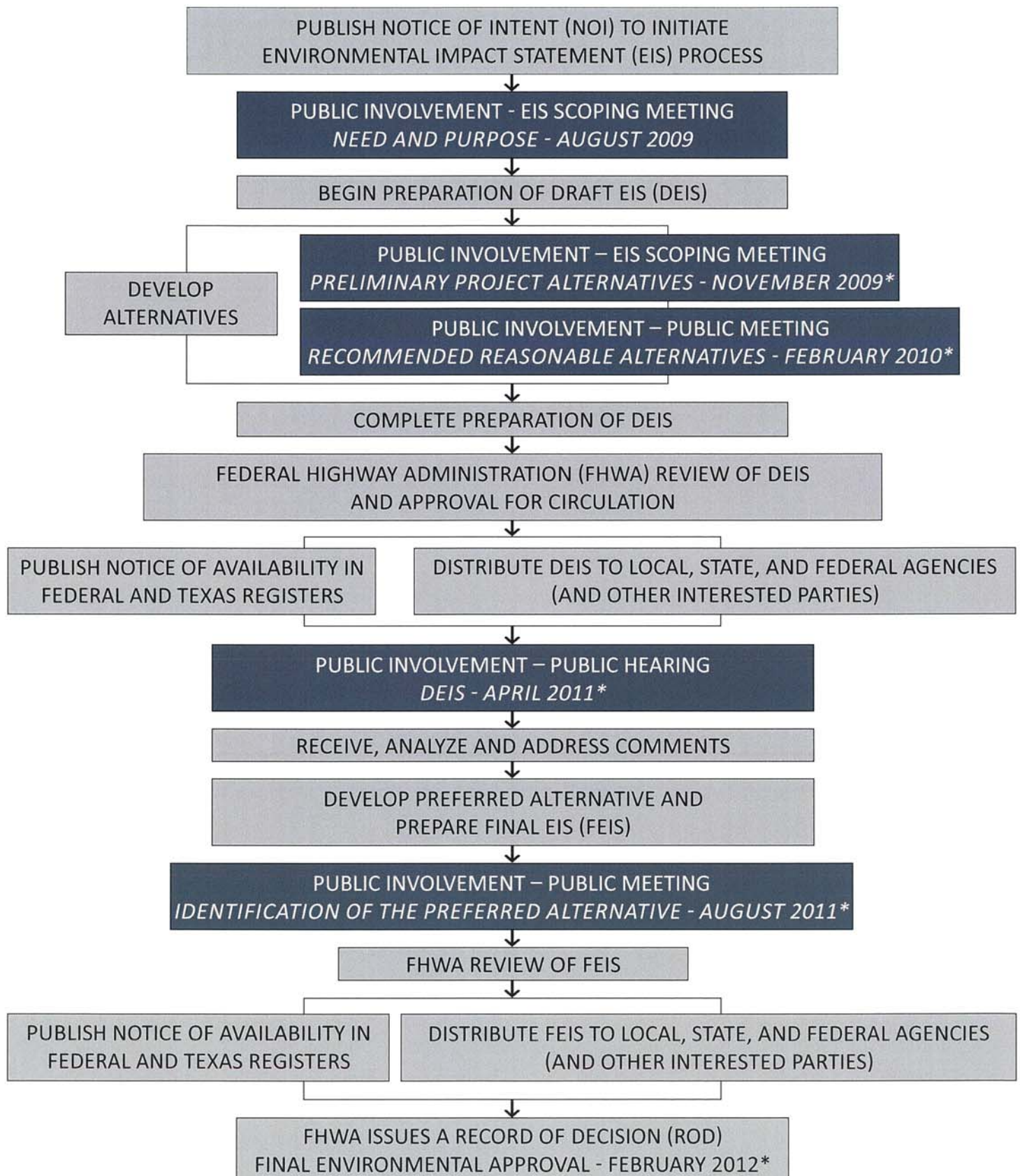
- Pick Up Your Information Packet
- Tour the Exhibits at your Own Pace
- Ask Questions and Share Your Thoughts
- Please Record Your Comments



ALAMO RMA
Alamo Regional Mobility Authority

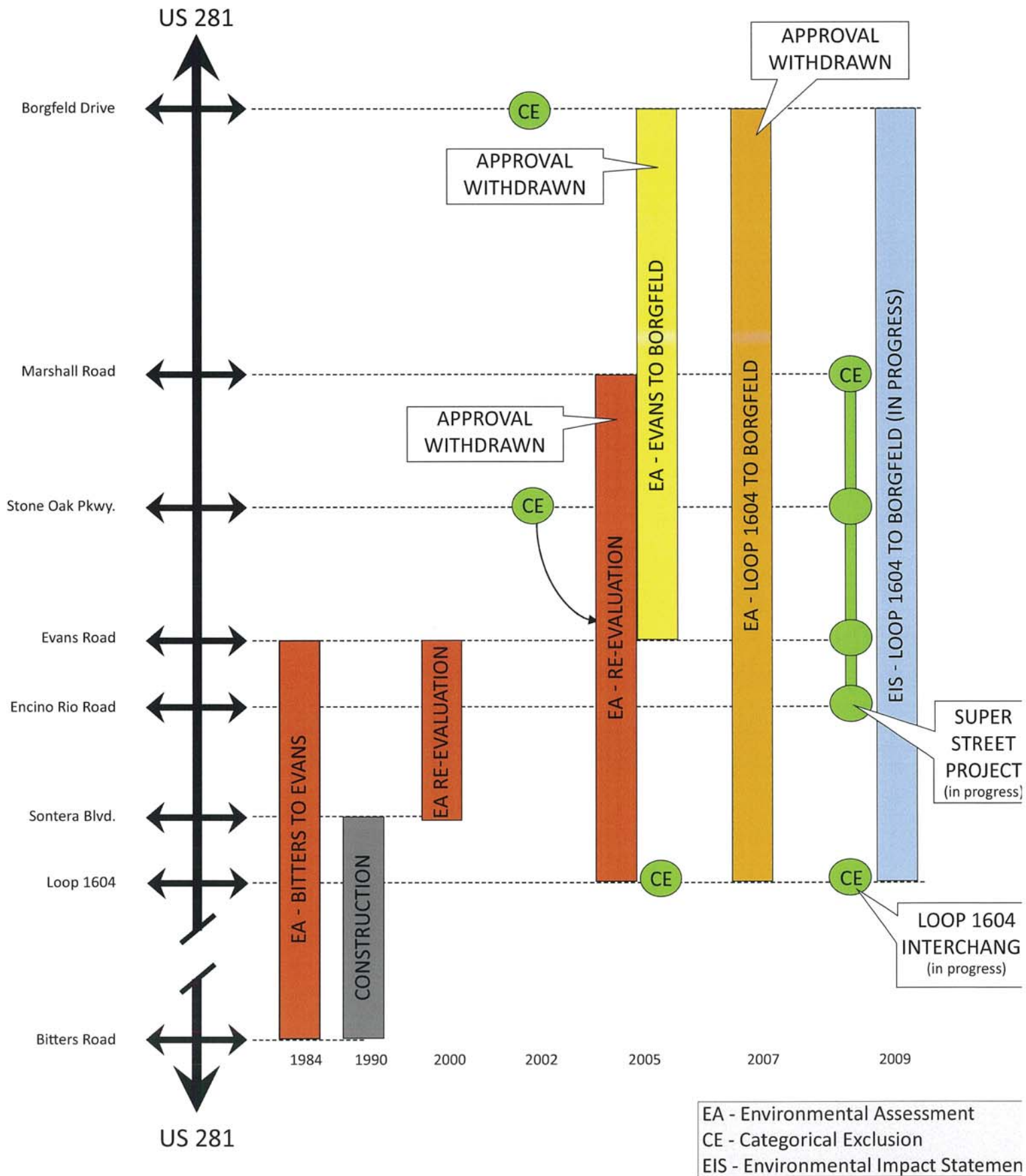
"Moving people faster"

ENVIRONMENTAL IMPACT STATEMENT PROCESS



* Approximate Date

HISTORY OF US 281 ENVIRONMENTAL DOCUMENTATION



WHAT IS NEPA?

The National Environmental Policy Act (NEPA) requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Two major purposes of the environmental review process are *better informed decisions and citizen involvement* both of which should lead to implementation on NEPA's policies.

In 1969, the Congress declared "that it is the continuing policy of the Federal Government, in cooperation with the State and local governments, and other concerned public and private organizations, to use all practicable means and measures ...to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."

Excerpts from: A Citizen's Guide to the NEPA, December 2007



ALAMO BMA

WHAT IS NEPA?

NEPA's National Objectives:

1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
3. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
4. Preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice;
5. Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
6. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

The Congress recognizes that each person should enjoy a *healthful environment* and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

A Federal agency must prepare an EIS if it is proposing a major federal action significantly affecting the quality of the human environment.

Excerpts from: A Citizen's Guide to the NEPA, December 2007



AGENCIES INVOLVED IN THE EIS PROCESS

LEAD AGENCIES:

- Federal Highway Administration
- Texas Department of Transportation
 - Environmental Affairs Division
- Alamo Regional Mobility Authority

INVITED COOPERATING & PARTICIPATING AGENCIES:

- U.S. Army Corps of Engineers
- U.S. Department of Agriculture,
Natural Resources Conservation
Services
- U.S. Environmental Protection
Agency
- U.S. Fish and Wildlife
- U.S. Department of the Interior
- Native American Tribes (multiple)
- Texas Historical Commission
- Texas Parks and Wildlife
Department
- Texas Commission on
Environmental Quality
- Bexar County
- City of San Antonio
- Comal County
- City of Bulverde
- Edwards Aquifer Authority
- San Antonio Water System
- San Antonio River Authority
- San Antonio-Bexar County
Metropolitan Planning Organization
- VIA Metropolitan Transit
- Alamo Area Council of
Governments
- Bexar Metropolitan Water District



WHAT IS A NEED AND PURPOSE STATEMENT?

The Need and Purpose Statement explains why an action is necessary and what purpose the action will serve. The Statement serves as the basis for identifying and evaluating preliminary alternatives that meet the need and purpose.

Excerpts from: A Citizen's Guide to the NEPA, December 2007

PRELIMINARY NEED AND PURPOSE:

GROWTH

SAFETY

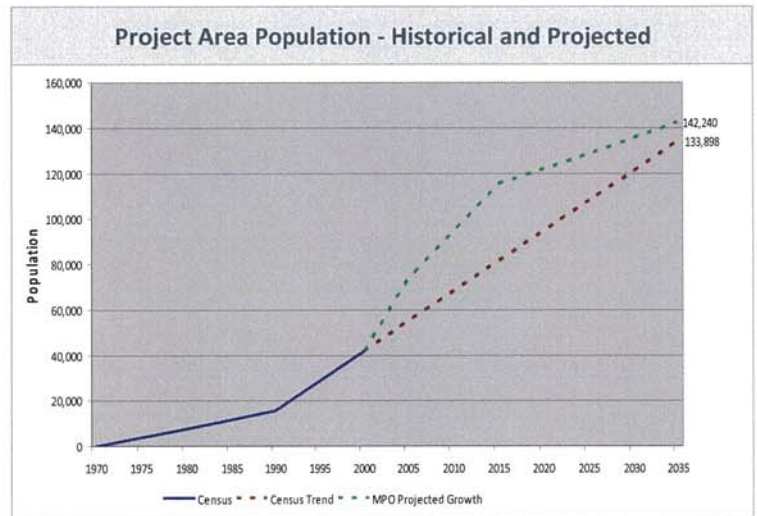
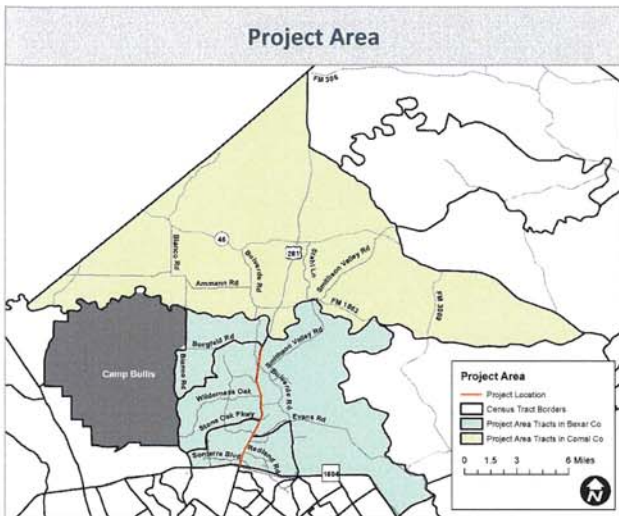
FUNCTIONALITY

QUALITY OF LIFE



ALAMO BMA

GROWTH



Source: US Census Bureau, 1970, 1980, 1990 & 2000 & San Antonio-Bexar County Metropolitan Planning Organization, as of June 2009

The population in the project area is estimated to more than double by the year 2035

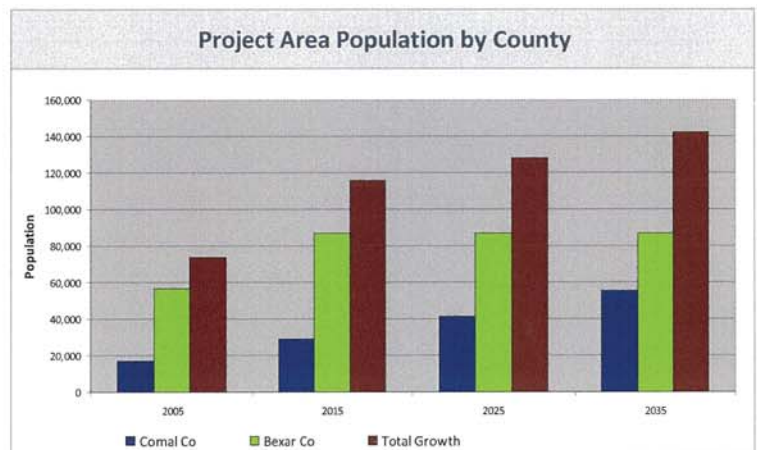


Source: City of San Antonio, as of July 2009

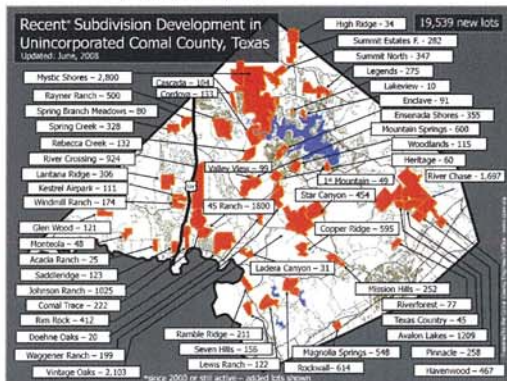
Growth of Residential Development Along US 281		
	Number of New Lots * (Annual)	% Change
Comal County		
2004	3,301	
2008	9,602	
2004 to 2008 - Comal County		190.9 %
Bexar County		
2004	4,036	
2006	5,092	
2004 to 2006 - Bexar County		26.1 %

* Lots in Bexar County assume 2.19 lots per acre
Source: City of San Antonio, as of 2006 & Comal County Engineer's Office, as of June 2008

Historical Population Growth - US Census	
1990 - 2000	110.2%
Comal County	
1990 - 2000	208.6%
Bexar County	
1990 - 2000	169.5%
Total Growth	
MPO Projected Growth	
2000 - 2035	328.4%
Comal County	
2000 - 2035	200.5%
Bexar County	
2000 - 2035	240.1%
Total Growth	



Source: US Census Bureau, 1970, 1980, 1990 & 2000 & San Antonio-Bexar County Metropolitan Planning Organization, as of June 2009

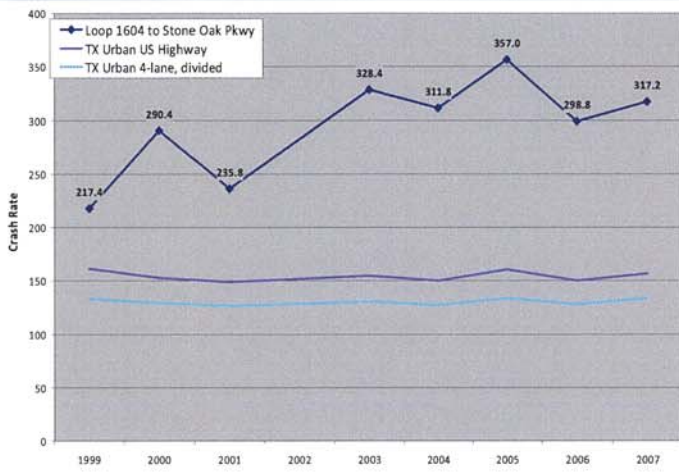


Source: Comal County Engineer's Office, as of June 2008

More than half of the growth by 2035 is expected to be in Comal County

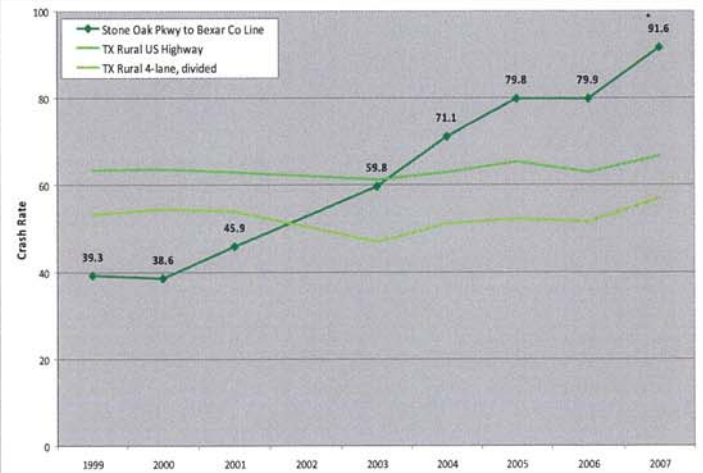
SAFETY

Urban - Crashes per 100 Million Vehicle Miles Traveled



Source: Traffic Operations Division, Texas Department of Transportation, as of June 2009

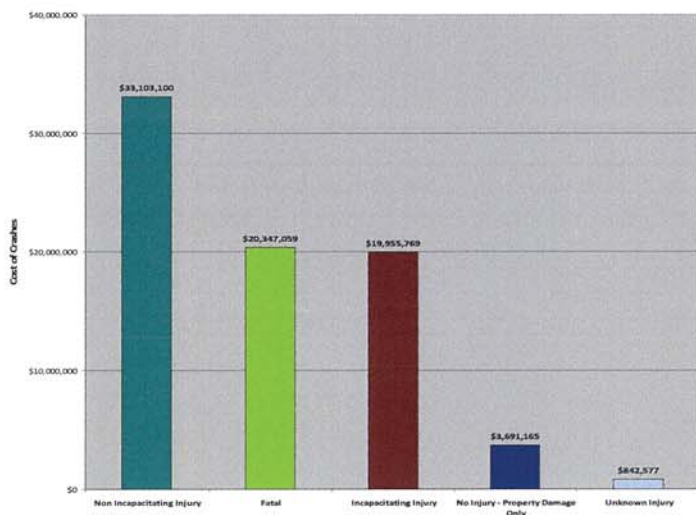
Rural - Crashes per 100 Million Vehicle Miles Traveled



Source: Traffic Operations Division, Texas Department of Transportation, as of June 2009

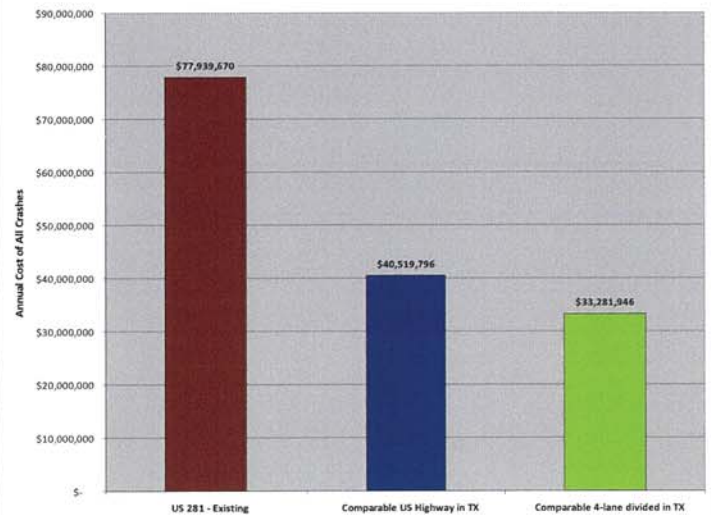
The crash rate on US 281 is substantially higher than the Statewide average

Total Cost of Crashes – 2003 to 2007



Source: Texas Department of Transportation, as of June 2009 and American Association of State Highway and Transportation Officials, as of 2006

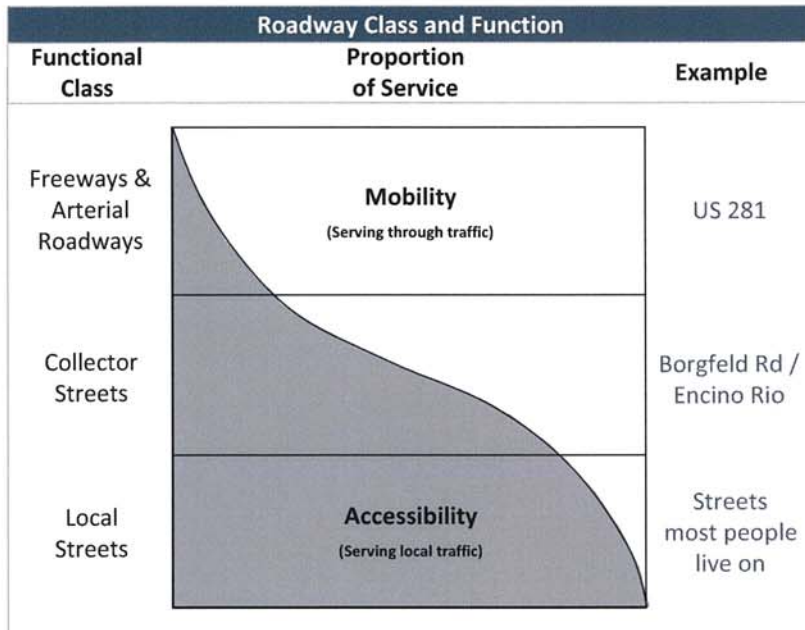
US 281 Crash Cost Comparison – 2003 to 2007



Source: Texas Department of Transportation, as of June 2009 and American Association of State Highway and Transportation Officials, as of 2006

The cost of crashes on US 281 was almost twice as much as an average US Highway in Texas

FUNCTIONALITY

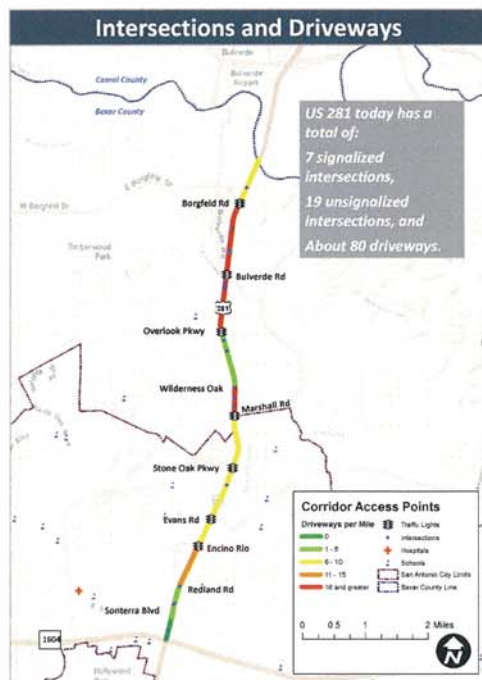


Source: FHWA Highway Capacity Manual, 2000

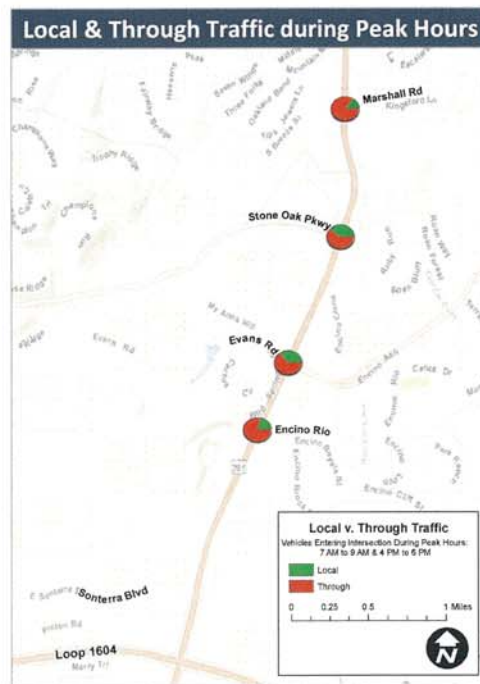


Source: Texas Department of Transportation, Statewide Planning Map, 2009

US 281 is classified as an arterial roadway to provide mobility through the corridor. However, recent land development trends have increased local traffic resulting in a conflict between mobility and accessibility.



Source: City of San Antonio, Aerial Image 2008



Source: Alamo RMA, 281 Proposed Super Street Traffic Study, as of June 2009

Marshall Road			
Local	935	14%	
Through	5,952	86%	
Total	6,887	100%	

Stone Oak Pkwy			
Local	4,785	41%	
Through	6,985	59%	
Total	11,770	100%	

Evans Road			
Local	4,530	37%	
Through	7,770	63%	
Total	12,300	100%	

Encino Rio			
Local	2,796	20%	
Through	10,955	80%	
Total	13,751	100%	

FUNCTIONALITY



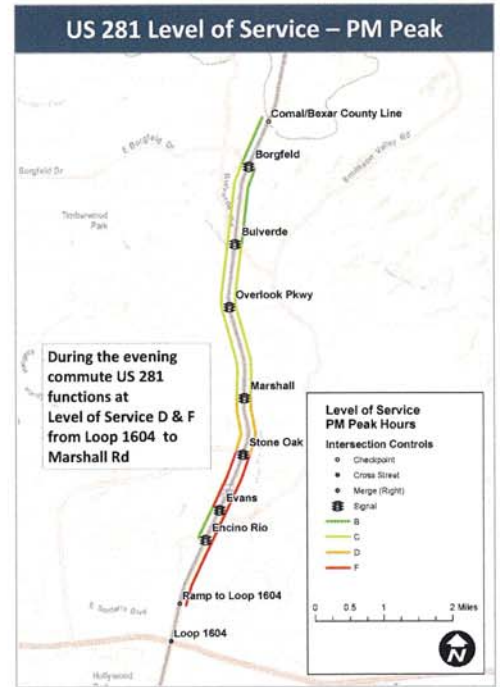
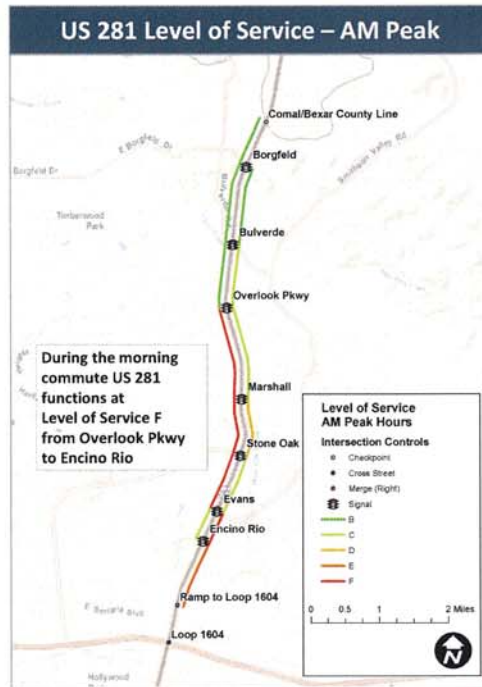
Level of Service **A**



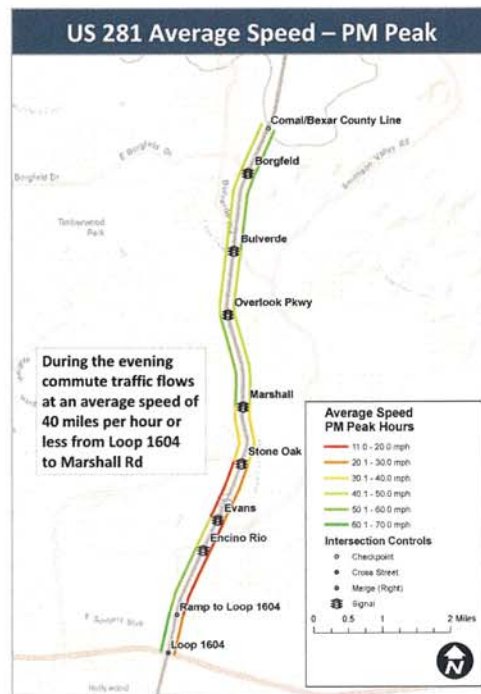
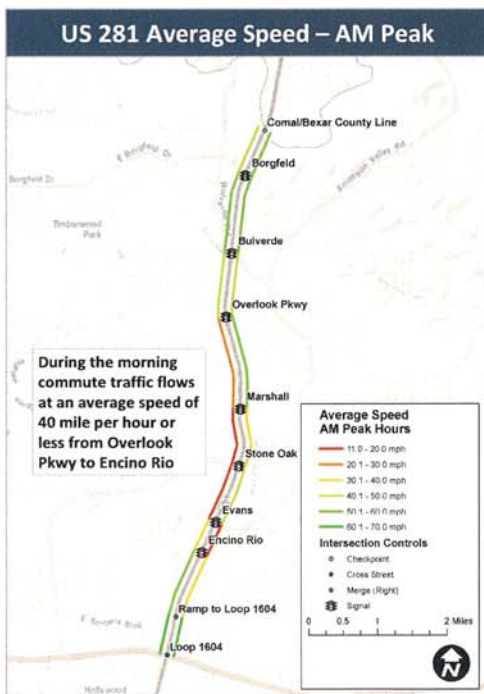
Level of Service **B**



Level of Service **C**



During Peak Hours US 281 experiences diminished Level of Service and slow Average Speed



Level of Service **D**



Level of Service **E**



Level of Service **F**

Source: FHWA Highway Capacity Manual, 2000

QUALITY OF LIFE

The annual hours of delay on US 281 and the cost of congestion are expected to increase 172% from 2006 to 2014

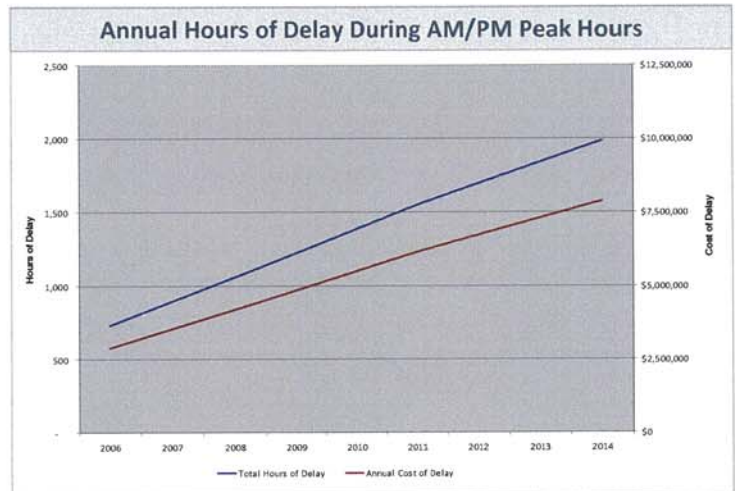
US 281 at 11:30 am on June 12, 2009



Southbound looking North

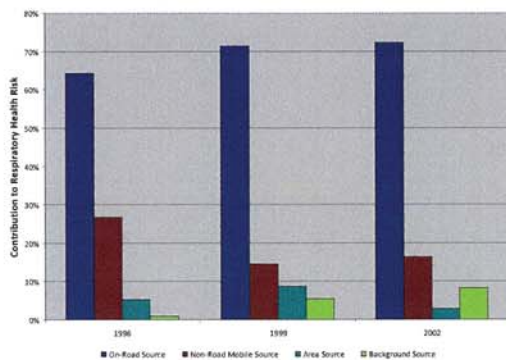


Southbound looking South



Source: Alamo RMA, 281 Proposed Super Street Traffic Study, as of June 2009

Sources of Air Toxics Along the US 281 Corridor that Pose Potential Respiratory Health Risk



On-road Sources include cars, vans, trucks, motorcycles, and buses.

Non-road Mobile Sources include a wide variety of categories including industrial, lawn and garden, construction, recreational, and farm equipment.

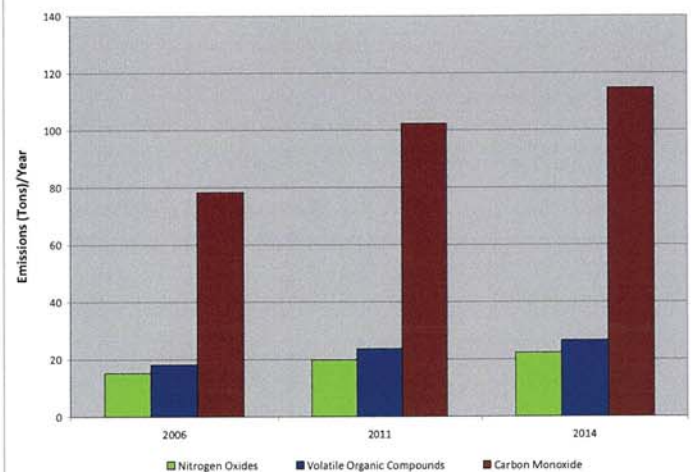
Area Sources are from a fixed location for which air toxics is known.

Background Sources are inventoried collectively because their specific locations are not known.

Source: EPA - National Scale Air Toxics Assessment, 1998, 1999 & 2002

On-road vehicles are a substantial source of air toxics that pose potential respiratory health risk along US 281

Annual Total Emissions During AM/PM Peak Hours



Source: Alamo RMA, 281 Proposed Super Street Traffic Study, as of June 2009

Harmful On-Road emissions are expected to increase by 27% from 2006 to 2014

Total Annual Cost of Vehicle Emissions*

Emission Type	2006	2011	2014	Percent Change (2006-2014)
Nitrogen Oxides	\$ 170,720	\$ 223,122	\$ 250,150	46.5%
Volatile Organic Compounds	\$ 162,535	\$ 212,376	\$ 238,399	46.7%
Carbon Monoxide	\$ 34,058	\$ 44,483	\$ 49,899	46.5%
Total	\$ 367,313	\$ 479,981	\$ 538,448	46.6%

* Costs are calculated using expenses related to health, ecological, and aesthetic degradation
Source: Alamo RMA, Super Street Traffic Study, as of June 2009 and Victoria Transport Policy Institute, 2006

Note: Future Emissions and Associated Costs are based on 2006 emission factors and do not reflect more recent policy incentives, such as the 'Cash for Clunkers' program, or technological advancement in the automotive industry that could reduce mobile sources of air pollution.

Total vehicle emissions cost along the US 281 corridor is expected to increase over 46% in health, ecological and aesthetic expenses by 2014

QUALITY OF LIFE



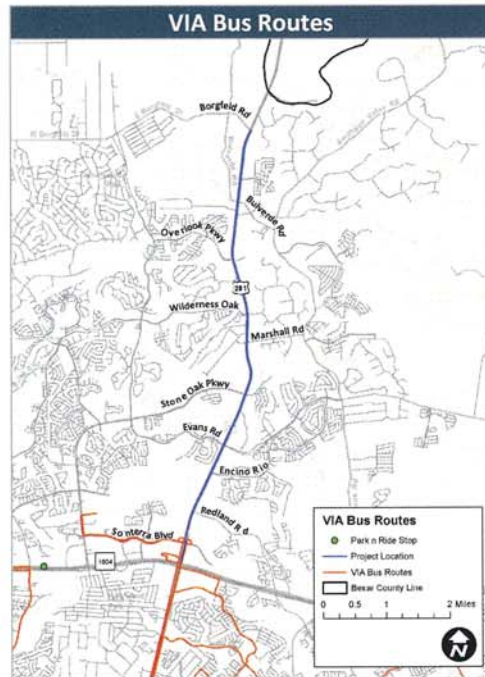
Walking Path Worn into the Grass Along US 281, May 2009



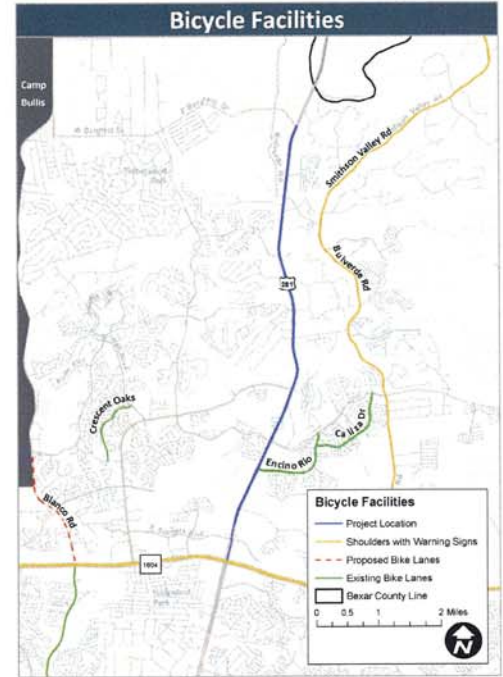
Residential Development in Close Proximity to US 281, August 2009



Traffic Signals are Designed for Cars, not Pedestrians, May 2009



Source: City of San Antonio, VIA, as of August 2008



Source: City of San Antonio, as of January 2004

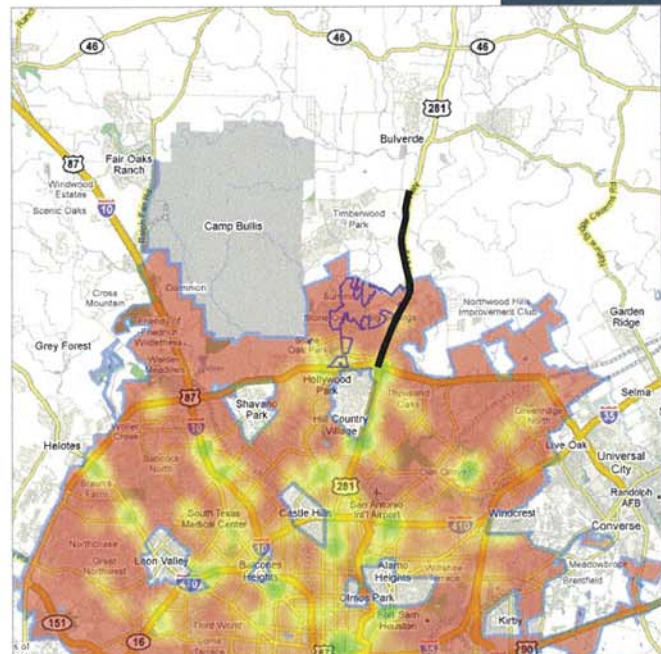
There are limited facilities for alternative modes of transportation along US 281

How "Walkable" Is the US 281 Corridor?

Street	Walk Score*	Sidewalks	Crosswalk at US 281
Borgfeld Rd	20	No	No
Bulverde Rd	9	No	Yes
Overlook Pkwy	6	Yes	No
Wilderness Oak	5	Yes	No
Marshall Rd	12	No	No
Stone Oak Pkwy	20	Yes	No
Evans Rd	25	Yes/Part	No
Encino Rio	55	Yes	No
Redland Rd	22	No	No
Sonterra Blvd	77	Yes/Part	Yes
City of San Antonio	45		

* Walk Score is out of 100 based on proximity to amenities.

90 – 100	Most errands can be accomplished on foot and many people get by without owning a car.
70 – 89	It's possible to get by without owning a car.
50 – 69	Some stores and amenities are within walking distance, but many everyday trips still require a car.
25 – 49	Only a few destinations are within walking range. For most errands, driving is a must.
0 – 24	Virtually no neighborhood destinations are within walking range.



Source: www.walkscore.com & Google Maps, Street View, as of July 2009

WHICH NEEDS SHOULD BE ADDRESSED IN THE US 281 CORRIDOR?

☐

Agree

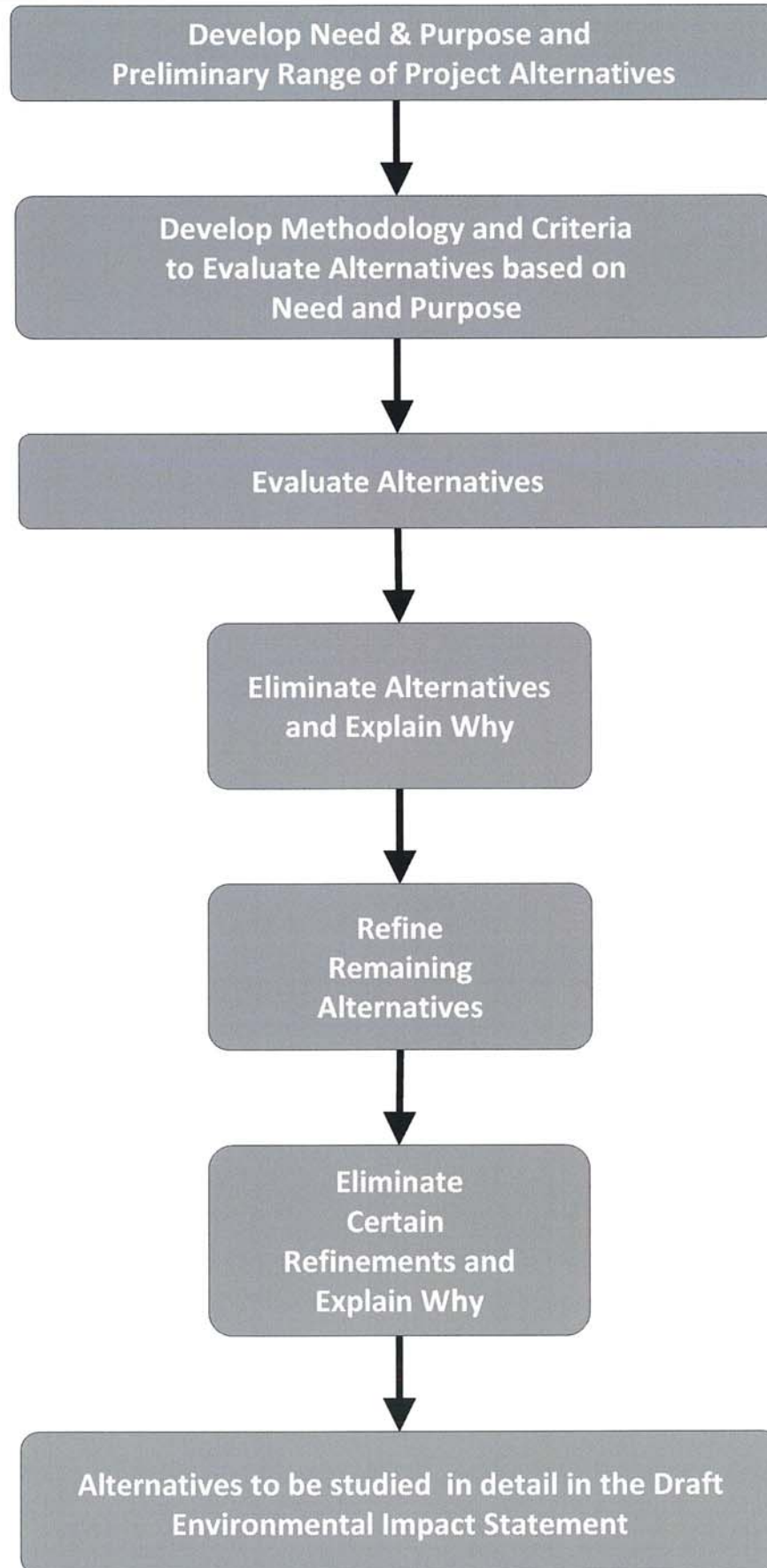
☐

Disagree

Address Growth in the Corridor	
Improve Safety along US 281	
Improve Mobility Along the Corridor	
Improve Accessibility Along the Corridor	
Reduce Emissions Along US 281	
Provide Alternative Modes of Travel Along the Corridor	
Other Needs (post notes to suggest other options)	



ALTERNATIVE SCREENING PROCESS










WHICH TRANSPORTATION OPTIONS DO YOU THINK WOULD BEST MEET YOUR NEEDS?

☐

Meets Needs

☐

Does Not Meet Needs

No New Capacity (Except proposed Super Street Improvements)		
Bike and Pedestrian Facilities		
Bus Service (Expand VIA Network into US 281 Corridor)		
New Park and Ride Lots with Transit Service		
Improve existing streets/traffic signals on US 281 and adjacent roadways		
New Carpool and Bus Lanes		
High-Capacity Transit (Bus Rapid Transit, Passenger Rail)		
Expressway Lanes with Overpasses and Frontage Roads		
Other Improvements:	Post notes to suggest other options	

PRELIMINARY RANGE OF ALTERNATIVES



Super Street



Traffic Management with
Improved Signal System



Expressway with
Access Roads



Overpasses



Park and Ride



Commuter Rail



Bike Lanes



HOV Lanes



Monorail



Light Rail Transit



Bus or Vanpool



Streetcar



Bus Rapid Transit



Pedestrian Facilities



Traffic Signals



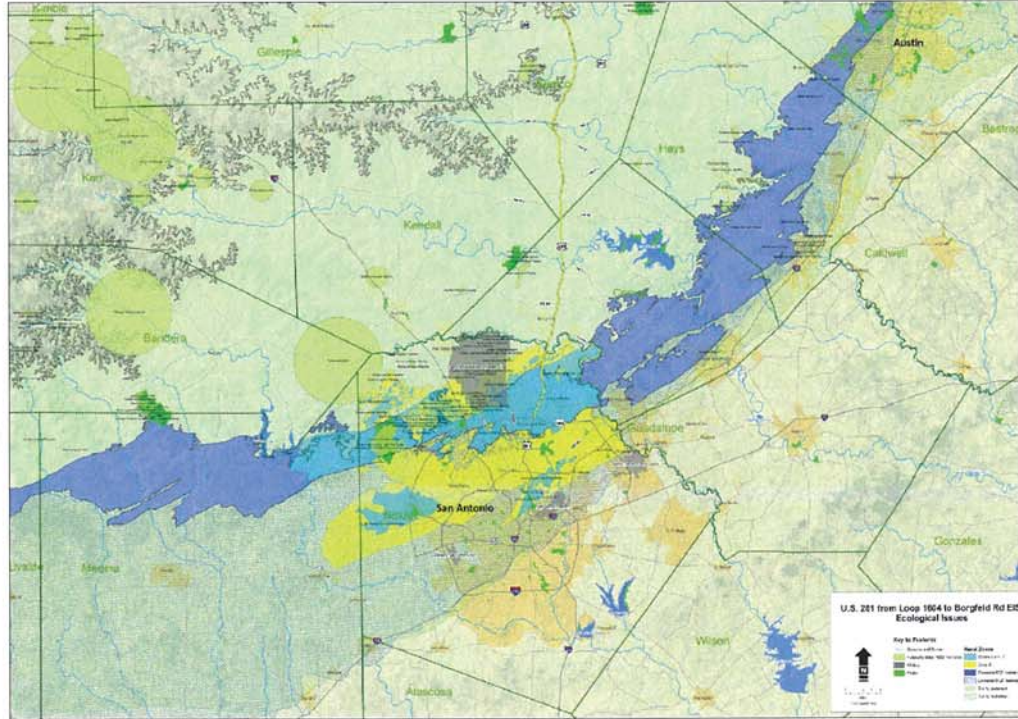
FACTORS BEING CONSIDERED

- Land Use Impacts
- Farmland Impacts
- Social Impacts including Environmental Justice (includes tolling analysis)
- Relocation Impacts
- Economic Impacts (includes tolling analysis)
- Transportation Impacts
- Joint Development
- Considerations Relating to Pedestrians and Bicyclists
- Air Quality Impacts
- Noise Impacts
- Geology/Soils
- Water Quality Impacts
- Permits
- Wetland Impacts
- Water Body Modifications
- Floodplain Impacts
- Vegetation Impacts
- Wildlife Impacts
- Threatened or Endangered Species
- Historic and Archeological Preservation
- Hazardous Waste Sites
- Visual Impacts
- Energy
- Construction Impacts
- Indirect Impacts
- Cumulative Impacts
- The Relationship Between Local Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity
- Any Irreversible and Irretrievable Commitments of Resources Which Would be Involved in the Proposed Action
- Mitigation and Permit Requirements
- Public Involvement

THREATENED AND ENDANGERED SPECIES

Protection Programs and Enhancement Opportunities

- USFWS Recovery Plan and related refuge system
- TPWD Parks, Natural Areas and Wildlife Management Areas
- USFWS Partners in Wildlife Program (Landowner Conservation Assistance Program)
- Alamo RMA species/survey - Spring 2009, 2010
- Environmental Defense Fund Landowner Conservation Assistance Program
- Central Texas Habitat Conservation Plans and Preserves: Southern Edwards Plateau Habitat Conservation Plan in progress in San Antonio/Bexar County



Threatened and Endangered Species within the Corridor



Golden-cheeked Warbler (*Dendroica chrysoparia*)

- Nests only in central Texas mixed Ashe-juniper and oak woodlands, in ravines and canyons.
- They spend the winter in Mexico and Central America then come to Texas in March to nest and raise their young. The Golden-cheeked warbler is the only species that nests exclusively in Texas.

- Listed Endangered May 4, 1990, as a result of long term habitat loss, as mature woodlands have been cleared for development or to grow crops or hay.



Black-capped Vireo (*Vireo atricapilla*)

- Nests in Texas April through July and spend the winter on the western coast of Mexico.
- They build their nests in low branches of shrubs or trees, like shin oak or sumac, which grow in scattered clumps separated by open grassland.
- Vireos return year after year to the same nesting area, and both parents incubate the eggs and feed the chicks.

- Listed Endangered October 6, 1987, as a result of habitat loss and cowbird nest parasitism



Karst Invertebrates (shown: *Rhadine infernalis* [no common name])

- Invertebrates are animals without internal skeletons or backbones such as butterflies, beetles, grasshoppers and spiders.

- Nine species known only from northern Bexar County were listed as endangered December 21, 2000., including three beetles, five spiders, and one harvestman (a relative of the common household daddy-longlegs).

- Although they are small and seldom seen, spending their entire lives underground, these invertebrates are biologically and ecologically unique.



Aquifer Species (shown: Texas Blind Salamander [*Eurycea rathbuni*])

- Over 40 species of highly adapted, aquatic, subterranean species are known to live in the Edwards Aquifer. These include amphipod crustaceans, gastropod snails, and invertebrates.

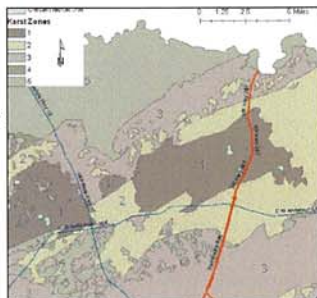
- Six aquatic species are listed as endangered in the Edwards Aquifer system. These include two fish, two beetles, one amphipod, and one plant (Texas wild rice). Another salamander is listed as Threatened.

- The main problems for all the species are reduced spring flows caused by increased pumping, elimination of habitat, and degradation of water quality caused by urban expansion.

ECOLOGICAL CONCERNS

What is a KARST?

Karst is the word used to characterize terrains where water has dissolved part of the limestone bedrock, creating holes in the rock (fissures, sinkholes, underground streams, caves, etc). Most of Central Texas is "karstic."



Karst Zones

Bexar County is divided into five karst zones. These zones are determined by the probability that an endangered karst species is living there.

- Zone 1: Areas known to contain endangered karst species
- Zone 2: Areas that are likely to have suitable habitat for endangered karst species
- Zone 3: Areas that probably do not have endangered karst species
- Zone 4: These are generally equivalent to Zone 3, but may be classified as Zone 2 or Zone 5 as more information becomes available.
- Zone 5: Areas that do not contain endangered karst species

Critical Habitat Units

Critical Habitat Units (CHU) are parcels of land surrounding caves or karst features that are known to contain endangered karst species. Areas identified as critical habitat are essential to the conservation of karst species and may require special management considerations or protection.



Karst Invertebrates

Karst Invertebrates spend their entire life cycle underground. There are nine endangered karst invertebrate species in Bexar County. Three of them inhabit the **Karst Faunal Region (KFR)**



that overlaps U.S. 281. A KFR is a geographic area that contains a particular group of species. KFRs are separated from one another by geographic features (rivers, for example) that restrict the movement and migration of some species between KFRs.



AIR QUALITY

Evaluating Air Quality for the Environmental Impact Statement

As part of the EIS, Carbon Monoxide modeling and a Mobile Source Air Toxics quantitative analysis will be performed.



CARBON MONOXIDE

Carbon Monoxide is an air pollutant whose main source is vehicle exhaust. It also comes from natural processes such as volcanoes and wildfires and other manmade sources such as industrial processes, fossil fuel-fed power production.

Exposure to high levels of carbon monoxide poses serious health risks. In the atmosphere, carbon monoxide interacts with other elements to form methane and ozone.

OZONE

Ozone is a ground-level air pollutant that is harmful to respiratory health and is the main component of smog. Ozone also acts as a greenhouse gas in the upper atmosphere.

From 2004 to 2006 Bexar County was in non-attainment with the EPA's National Ambient Air Quality Standards for Ozone. Through regional and state efforts, attainment in Bexar County was achieved in April 2008.

The EPA passed a more stringent standard for ozone in 2008 which will go into effect in 2010. Based on preliminary EPA projections, Bexar County's ozone levels should meet this new standard through 2020.

Source: Environmental Protection Agency & Texas Commission on Environmental Quality

MOBILE SOURCE AIR TOXICS (MSAT)

Mobile Source Air Toxics are pollutants that are emitted from mobile sources such as cars, trucks, buses, and motorcycles and can pose health risks to the general community at high levels.

The MSAT chemicals to be analyzed for the EIS include:



- Benzene
- Formaldehyde
- Acetaldehyde
- Diesel particulate matter/
diesel exhaust organic gases
- Acrolein
- 1,3-butadiene

SENSITIVE RECEPTORS

Sensitive receptors are places frequented by children, the elderly and people with compromised immune systems who are more sensitive to health effects caused by air pollutants. Sensitive receptors include:

- Schools
- Licensed Day Care Facilities
- Elder Care Facilities
- Hospitals

**Please help us identify where
sensitive receptors are along US 281**



ALAMORMA

Where are Sensitive Receptors Along US 281?

○ = Sensitive Receptor



GROUNDWATER WITHIN THE US 281 CORRIDOR

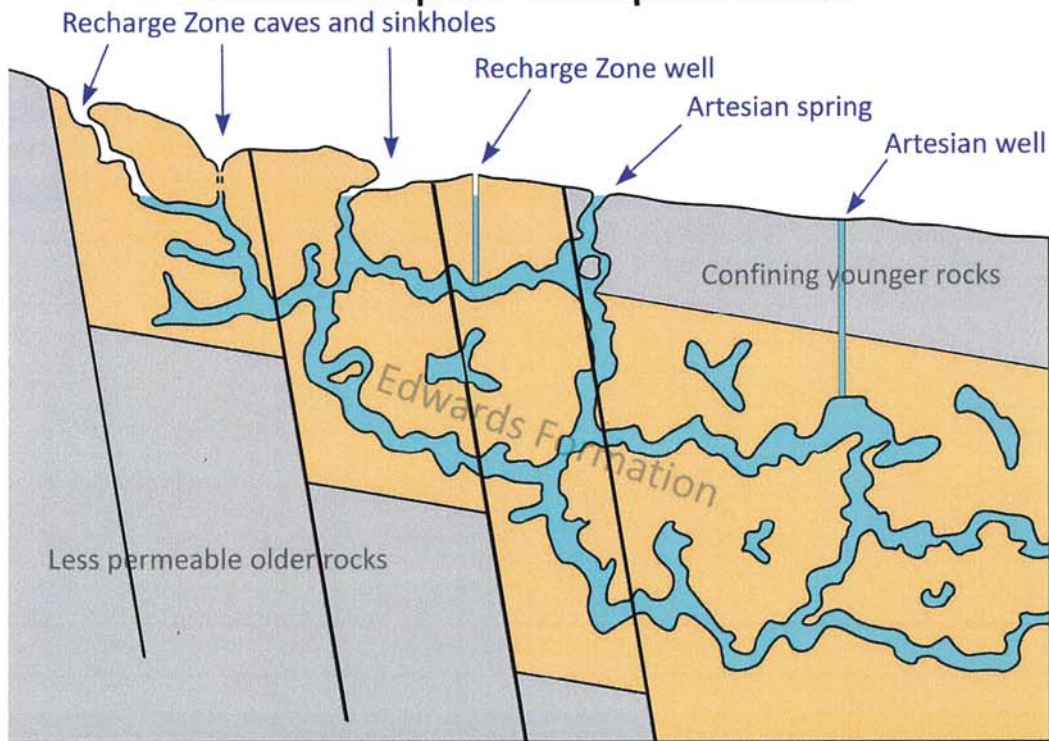
What is an aquifer anyway?

An aquifer is a natural underground reservoir that provides an important water source for people. The Edwards aquifer is a karst aquifer which underlies much of central Texas and is the primary source of water for over 1.7 million people.



Karst is the word used to characterize terrain where water has dissolved part of the limestone bedrock, creating conduits in the rock (fissures, cracks, sinkholes, caves, etc). Karst aquifers are very sensitive because these conduits carry water from rain and streams directly into the aquifer (this is called **recharge**). This conduit flow does not filter out contaminants before they reach the aquifer.

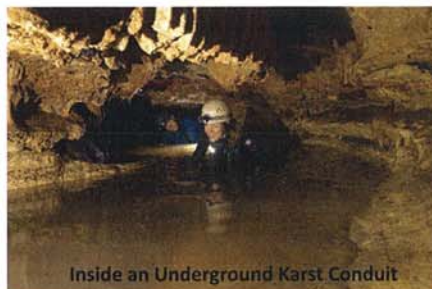
Edwards Aquifer Conceptual Model



Aquifer Life

Several aquatic creatures also depend on the Edwards aquifer as their sole-source of water. Some of these are threatened or endangered species.

The **contributing zone** of the aquifer is the upland area where rainfall contributes to streams that eventually flow into the recharge zone. The **recharge zone** of the aquifer is the area where the karstic rock unit containing the aquifer is exposed at the surface and rain and streams can flow directly into the aquifer through conduits and pores in the rock. The **confined zone** of the aquifer has less permeable rock or clay above it; water in this zone can be under pressure which causes **artesian** wells to flow without pumping.

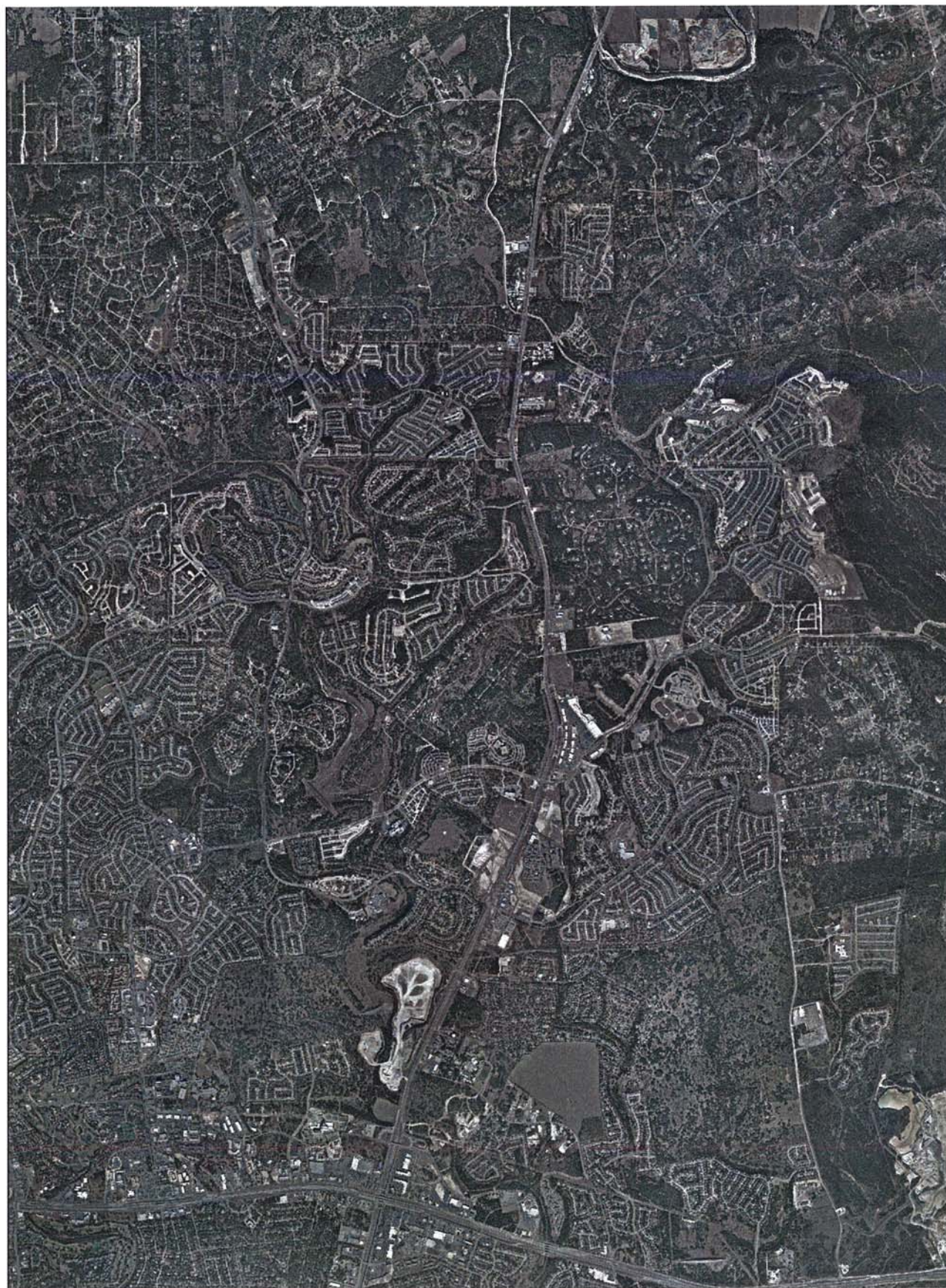


Threats to the Aquifer

The sensitive nature of the karstic Edwards aquifer makes it susceptible to threats such as:

- Contamination
- Impervious cover which reduces recharge
- Too much demand/over-pumping
- Drought

LAND DEVELOPMENT IN THE US 281 CORRIDOR - 2008

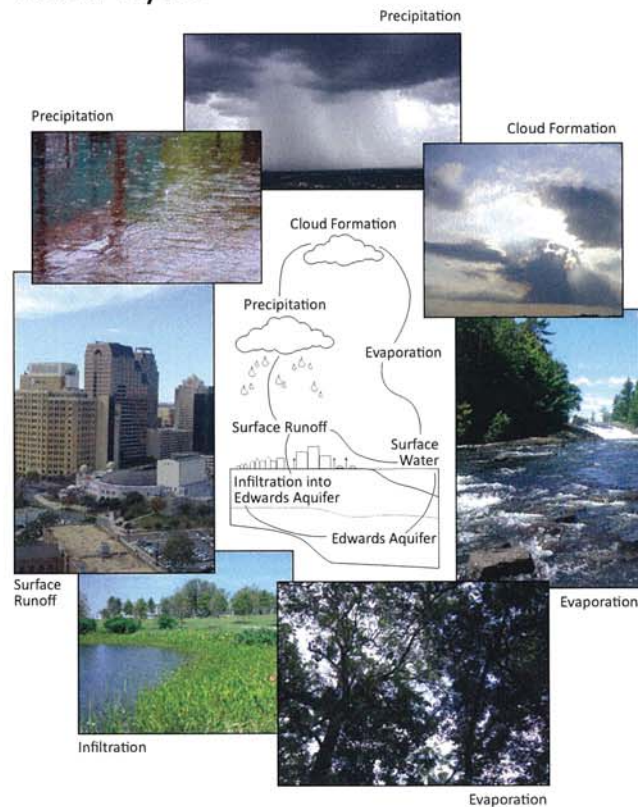


LAND DEVELOPMENT IN THE US 281 CORRIDOR - 1973

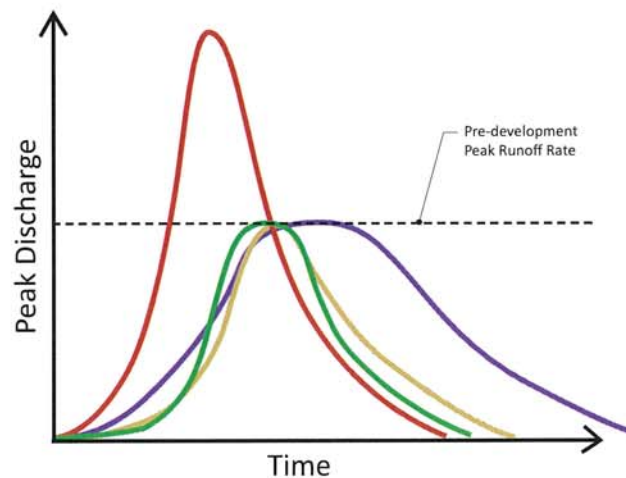


HOW DOES DEVELOPMENT EFFECT WATER RUNOFF?

Water Cycle



Hydrographic Scenarios



Types of Development

- Existing - Undeveloped
- Developed - No stormwater management
- Developed - Typical stormwater management
- Developed - Sustainable stormwater management

Source: Unified Facilities Criteria (UFC) - Low Impact Development, October 2004



ALAMORMA

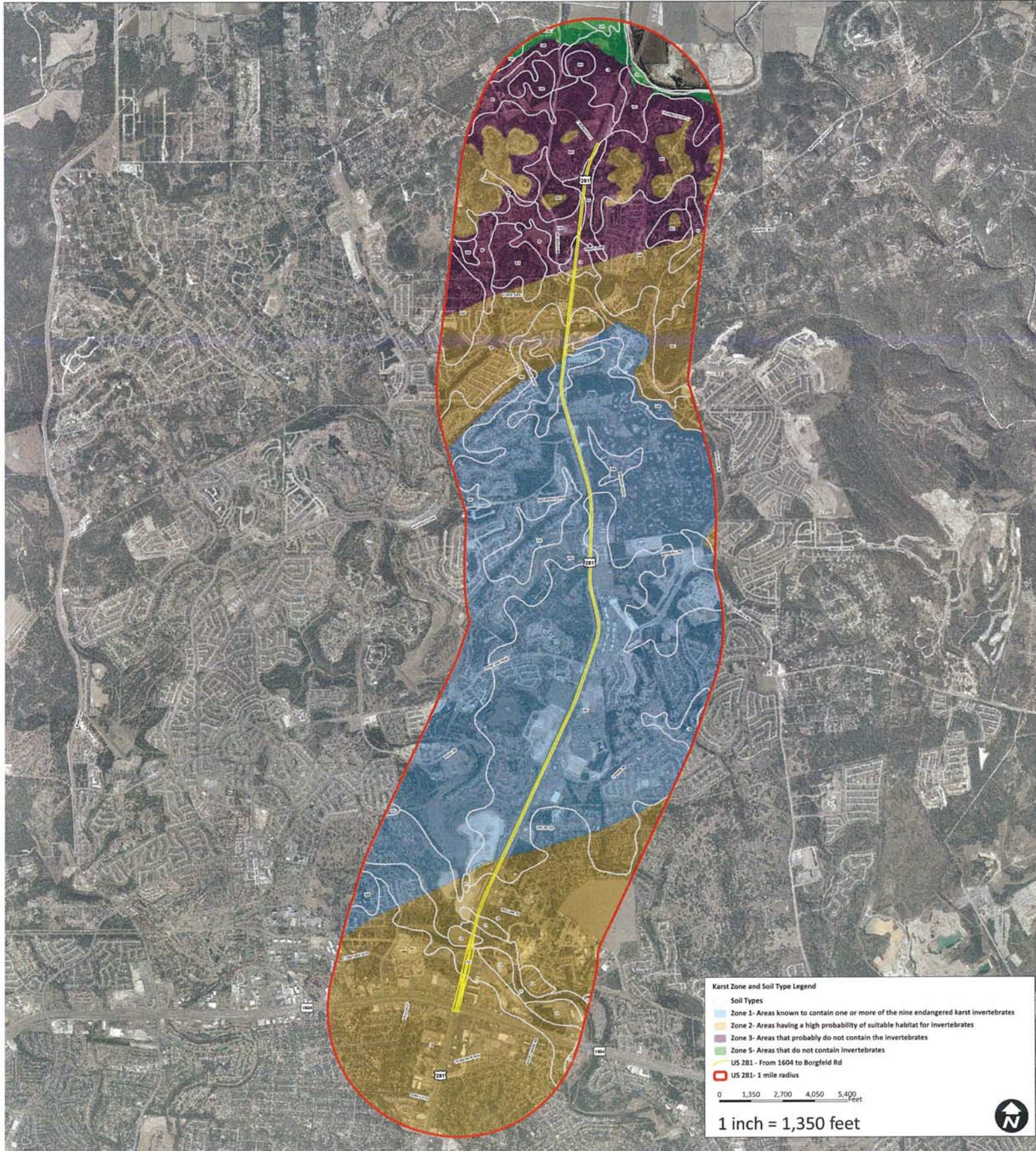
SUSTAINABLE STORMWATER TREATMENT



The primary goal of **Low Impact Development** is to design each development site to protect, or restore the natural hydrology of the site so that the overall integrity of the watershed is protected.

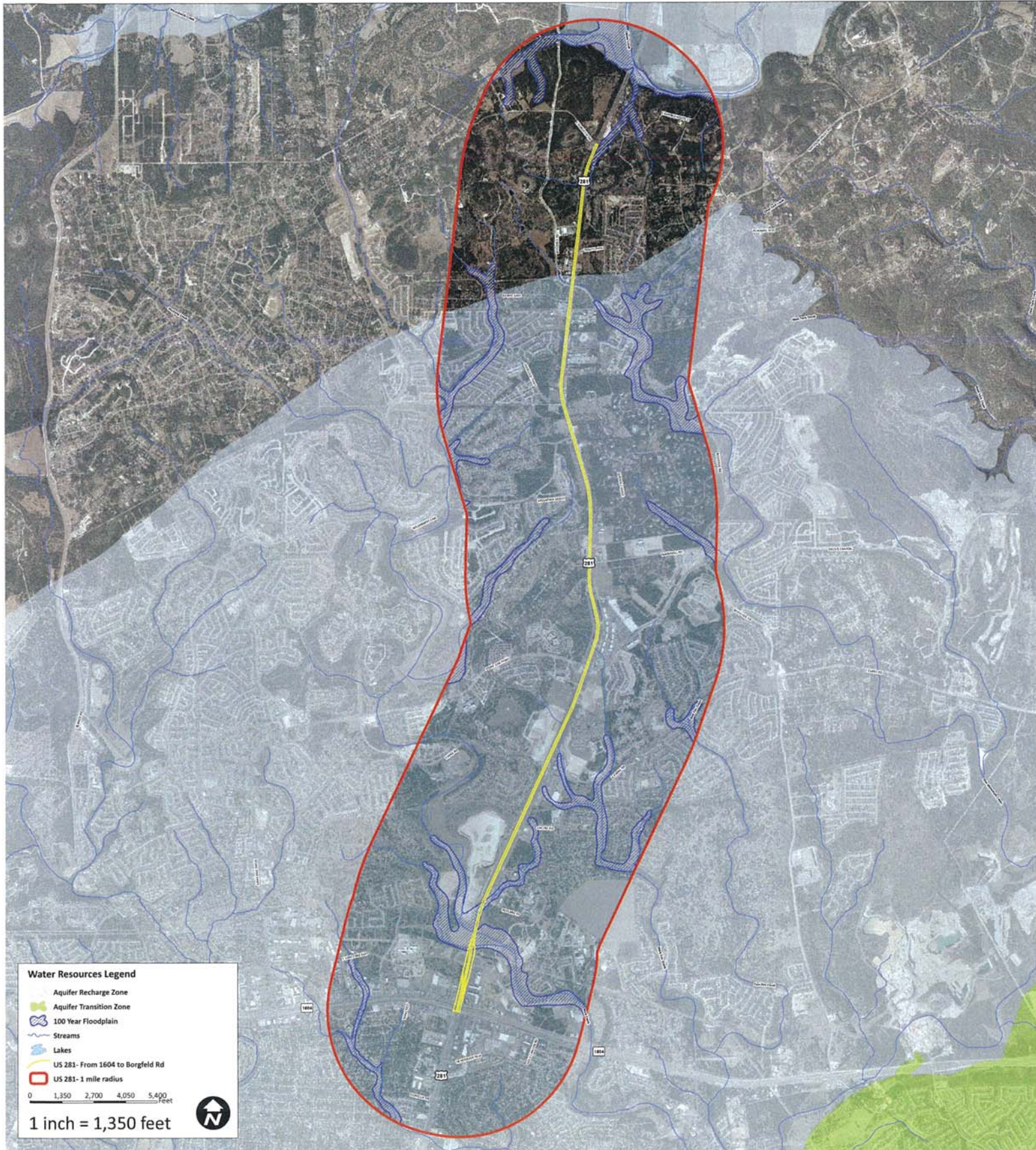


KARST ZONE AND SOIL TYPE

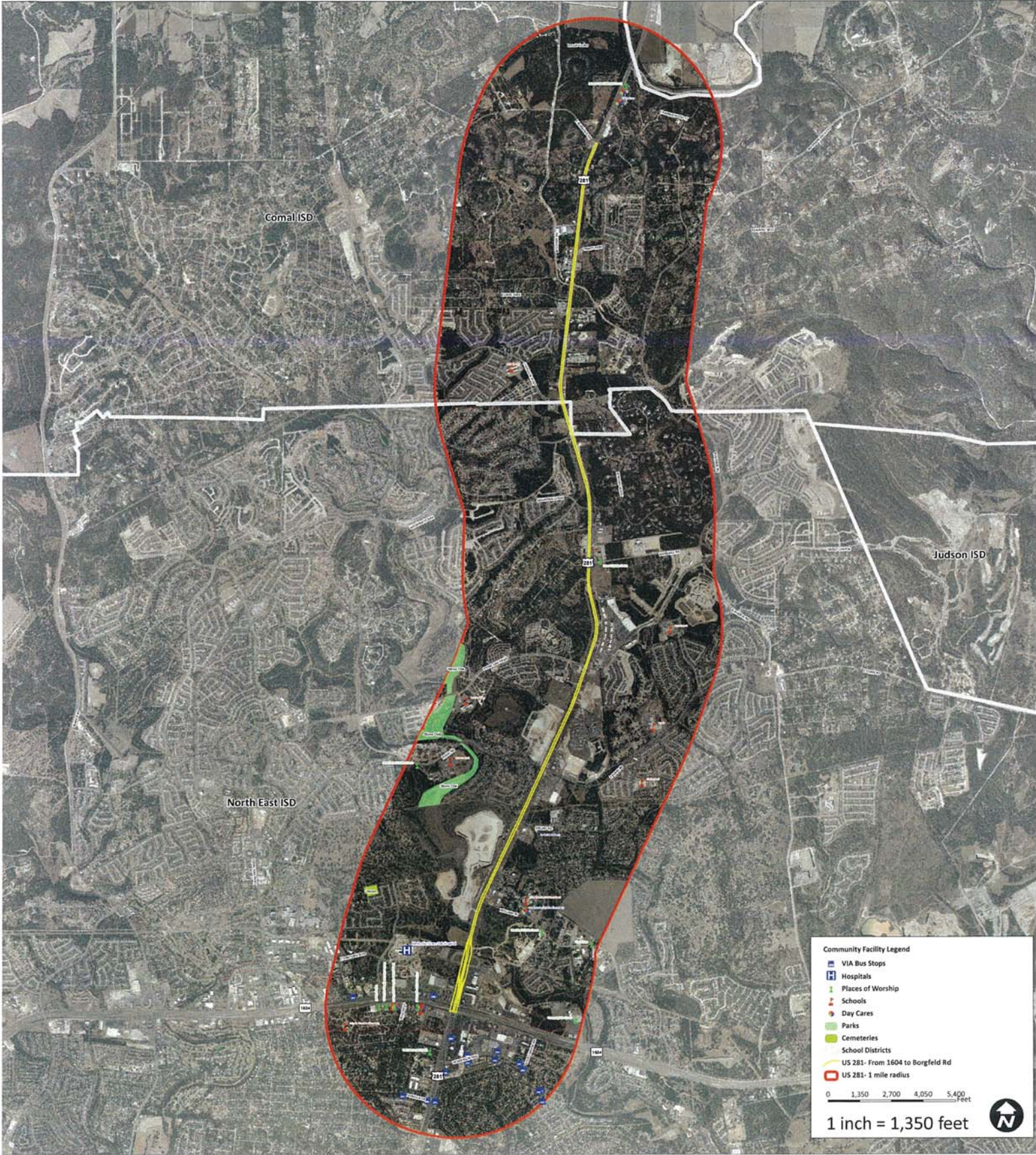


Source: Karst Zone Digital Data -U.S Fish and Wildlife Service (December 2002 and March 2008) Soils Digital Data - Natural Resources Conservation Service (2008)

WATER RESOURCES

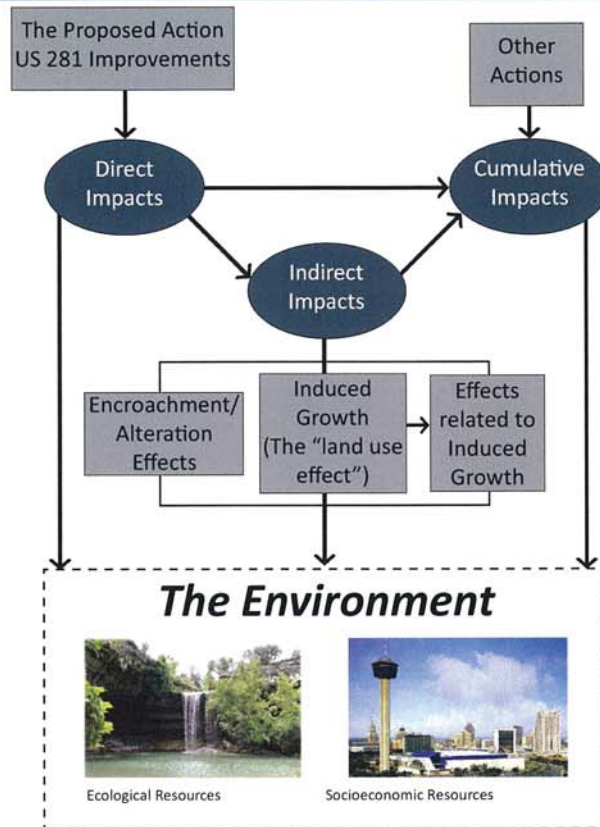


COMMUNITY FACILITIES



*Community Facilities only noted if they occur within the 1 mile study area

WHAT ARE THE INDIRECT AND CUMULATIVE IMPACTS?



Definitions*

Direct Impacts

- Impacts that are caused by an action and occur at the same time and place as the action
- Example - Residential relocations required by a road widening project

Indirect Impacts

- Impacts that are caused by an action and are later in time and farther removed in distance, but are still reasonably foreseeable in the future.
- May include growth inducing efforts or other effects related to changes in the pattern of land use, population density, or growth rate and related effects on air and water and other natural systems.
- "Reasonably foreseeable future" actions or impacts refer to probable not merely possible events

Cumulative Impacts

- Impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonable foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such action.
- Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Similarities and Differences

Indirect

- Caused by the direct effects of the proposed action
- Accounts for present and future actions (not past)
- Focused on the proposed action and its impacts

Cumulative

- Not necessarily caused by the proposed action
- Accounts for past as well as present and future actions
- Focus is on natural and socioeconomic resources

*Council on Environmental Quality regulations (40 CFR 1508.7,1508.8)



WHAT FACTORS INFLUENCE LAND DEVELOPMENT?

☐

Important

☐

Not Important

<p>Transportation Infrastructure</p> <p>(Extent and Capacity)</p>	
<p>Land Availability and Price</p>	
<p>State of Economy</p> <p>(For example: Availability of Financing)</p>	
<p>Reputation of Local School Districts</p>	
<p>Quality of Recreational & Other Public Facilities or Services</p>	
<p>Scenic, Environmental Quality</p>	
<p>Availability of Utility Infrastructure</p> <p>(Water, Wastewater, Gas, Communication)</p>	
<p>Intangibles</p> <p>(Personal Preference for Certain Parts of Town)</p>	
<p>Other Influences</p>	



ALAMO RMA

HISTORIC PRESERVATION

The National Historic Preservation Act, Section 106



The National Historic Preservation Act protects historic properties in the United States from federally funded or permitted projects. Section 106 of the act requires Federal agencies to evaluate the impact of their projects on historic properties through a process known as *Section 106 Review*.

What are “historic properties”?

- Buildings
- Structures
- Objects
- Districts
- Cemeteries
- Archeological
(and other) sites



Identifying Historic Properties

Generally, historic properties are at least 50 years of age and have significance because of association with an important event or individual or for architecture or engineering.



Do you have information about historic properties in the US 281 corridor?



Where are Historic Properties Along US 281?

○ = Historic Properties



Where Do You Live?

Where Do You Work?

Where are There Opportunities
for Improvement?

**Please Use a Comment Card
to Record Your Site-Specific
Comments or Questions**



HOW TO RECORD AND SUBMIT YOUR COMMENTS

- Fill out a **comment card** and either drop it in the box or post it on the board for others to read

- Give your comments verbally to the
Court Reporter

- Submit comments **by fax to 210-495-5403** or
e-mail to US281EIS@AlamoRMA.org

(Electronic comments will continue to be received through Tuesday, September 8, 2009)

- **Mail written** comments (postmarked by September 8, 2009) to:

Leroy Alloway, Director, Community Relations
Alamo Regional Mobility Authority
1222 N. Main Avenue, Suite 1000
San Antonio, Texas 78212



ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

COURT REPORTER

All Comments given to the
Court Reporter will be included
in the Public Meeting Record



ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

APPENDIX D

Photos

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US 281 Environmental Impact Statement (EIS)
Public Scoping Meeting #1: Need and Purpose
August 27, 2009
St. Mark's Catholic Church Gymnasium

Comment Card
US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor. The purpose of this process is to gather input from the public to help shape the transportation, environmental, and other issues that will be considered in the final EIS. Your comments will be used to help shape the final EIS and the final project design.

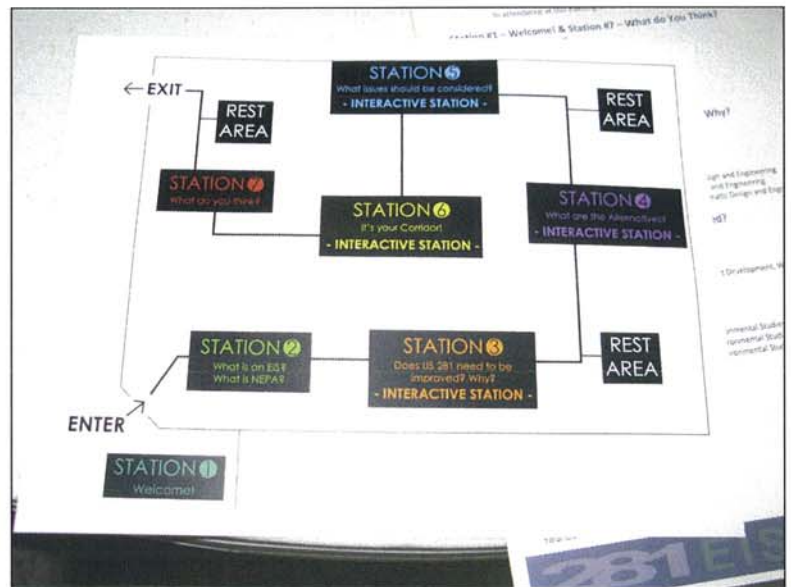
Please:

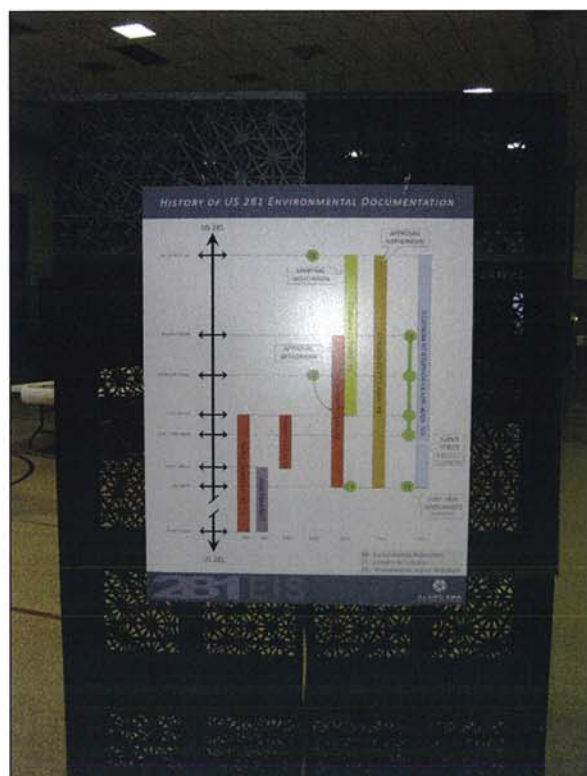
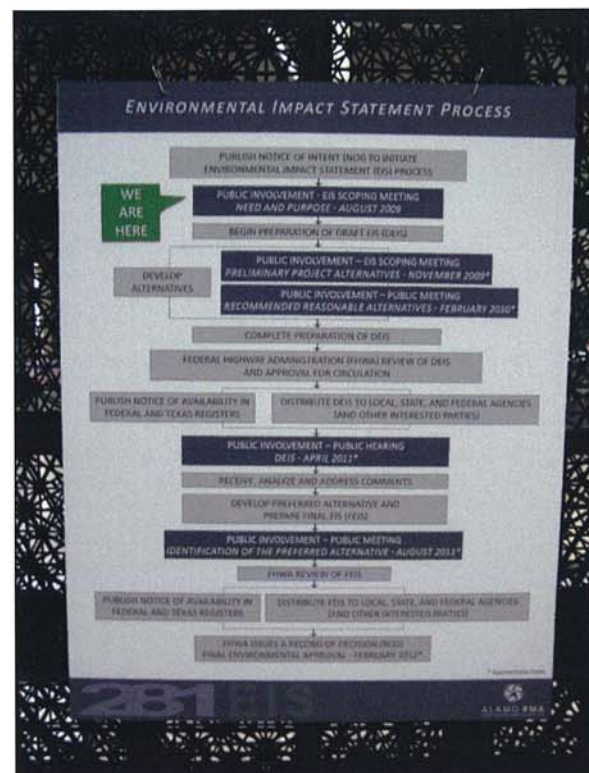
- Sign
- Pick
- Visit
- Ask
- Submit

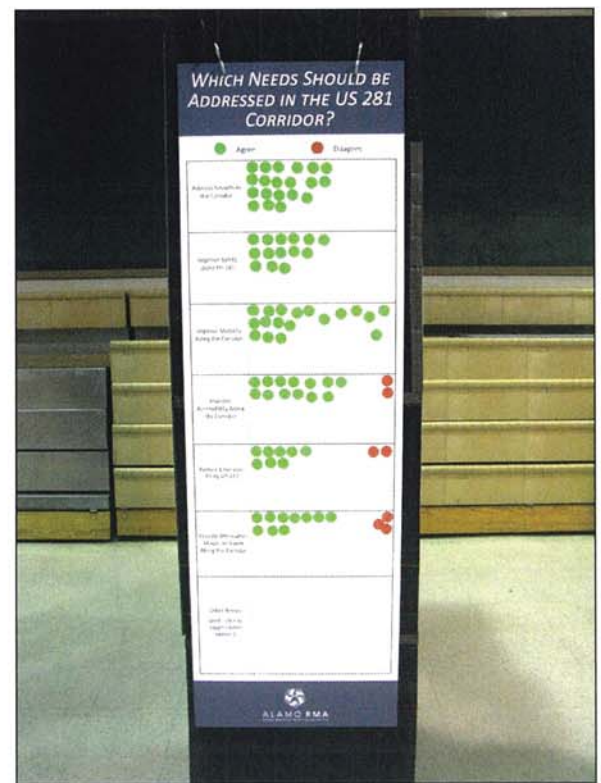
Name _____
Address _____
City, State, Zip _____
Email _____

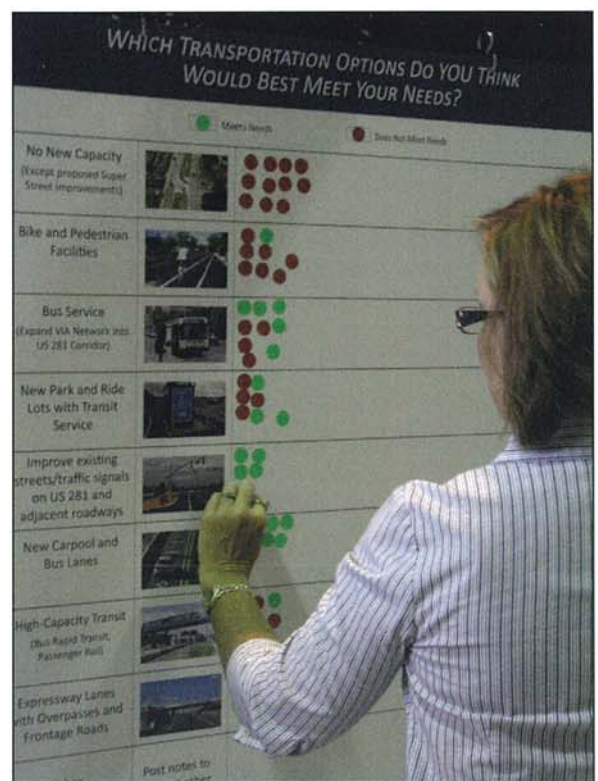
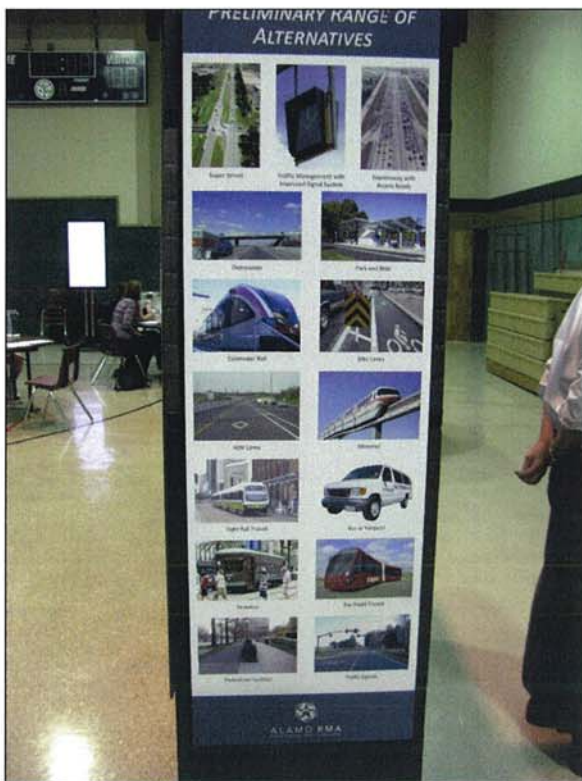
After tonight's meeting, written comments can be e-mailed to: US281EIS@hwy281.org, faxed to (214) 441-5422, delivered to US 281 EIS Public Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Anne Neal, 1222 N. Loop Avenue, Ste. 1000, San Antonio, TX 78210.

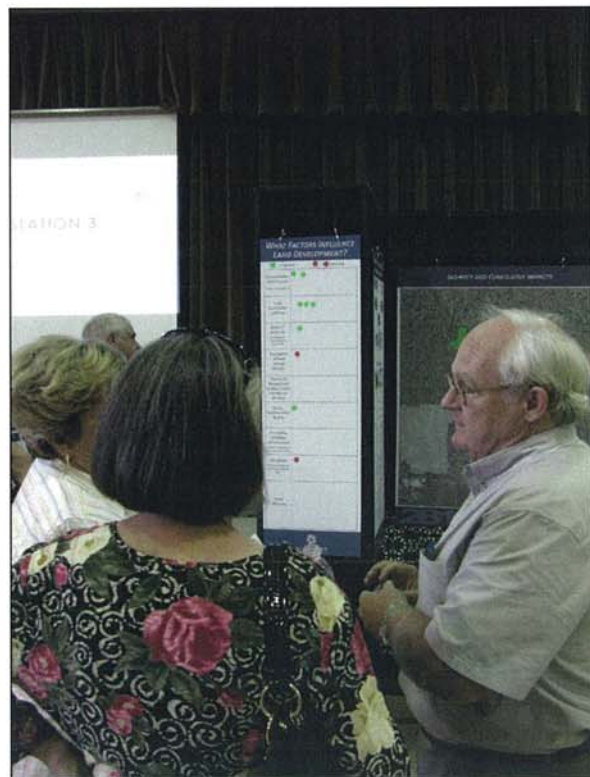
All written comments received or postmarked by Tuesday, September 8, 2009, will be included in the Public Scoping Meeting #1 official record and considered by the US 281 EIS team as we move forward in the development of the Environmental Impact Statement. Comments received after the deadline will become part of the record for Public Meeting #2.











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APPENDIX E

Master Comment Listing

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Public Scoping Meeting #1 – Master Comment Listing

The master comment listing below includes all comments received, in alphabetical order by commenter, as well as the corresponding reference number and response number. Each comment is presented verbatim as it was received in **Section 4.0**. Scanned images of each written comment are included in **Appendix F** and the court reporter transcript of verbal comments is included in **Appendix G**. All comment responses are included in **Section 5**.

Reference #	Name	Comment Received	Response Number
124	Acerra, Guy	Email	22, 5, 8
109	Acosta, Mike	Email	12, 2, 24
57	Agin, Clarence	Website	5, 8, 9
79	Albertson, Dion	Email	1, 2, 10
96	Albertson, Dion	Email	2
135	Anonymous	Email	12, 5, 2
5	Anonymous	Comment Card	Comment Noted and Considered
13	Anonymous	Comment Card	Comment Noted and Considered
27	Anonymous	Comment Card	12, 5
29	Anonymous	Comment Card	5, 12
34	Anonymous	Comment Card	5
35	Anonymous	Comment Card	14
41	Anonymous	Comment Card	5
45	Anonymous	Meeting Evaluation Form	12
46	Anonymous	Meeting Evaluation Form	12, 5
47	Anonymous	Meeting Evaluation Form	Comment Noted and Considered
48	Anonymous	Meeting Evaluation Form	12
49	Anonymous	Meeting Evaluation Form	Comment Noted and Considered
50	Anonymous	Meeting Evaluation Form	12
51	Anonymous	Meeting Evaluation Form	10, 12
52	Anonymous	Meeting Evaluation Form	2, 4, 5
53	Anonymous	Meeting Evaluation Form	10, 12, 1
54	Anonymous	Meeting Evaluation Form	10, 4, 5
56	Armstrong, Jerry	Website	9
120	Becker, Geri	Email	12, 5
186	Beitzel, Gareth	Verbally	12, 2, 5
8	Beitzel, Margery	Comment Card	2, 5, 12
187	Beitzel, Mrs.	Verbally	Comment Noted and Considered
31	Belilty, Samuel	Comment Card	5
146	Benedict, Emily	Email	12, 5
168	Bernas, Karen	Verbally	4
6	BJ	Comment Card	11, 5, 4
180	Borel, Mel	Verbally	12, 1, 25, 10
144	Borst, Laura	Email	12, 5
43	Bray, Sherry	Comment Card	1
170	Bray, Sherry	Verbally	12, 1, 22, 16
128	Burks, Robert	Email	12, 1
11	Candelario, Cathy	Comment Card	1, 2, 12, 8
167	Candelario, Cathy	Verbally	1, 21, 12, 2, 16
121	Carrier, Robert	Email	12
55	Castillo, Stacy	Website	5, 8, 2, 4

Public Scoping Meeting #1 – Master Comment Listing

Reference #	Name	Comment Received	Response Number
78	Chin, David	Email	14, 22, 5,
62	Clumpner, Guy	Website	14
156	Cosgray, Craig	Email	12
63	Covert, John	Website	14
61	Craft, Ronnie	Website	Comment Noted and Considered
64	Craner, Edward	Website	14, 5, 22
17	Creamer, Heidi	Comment Card	22, 12
36	DeVore, Carroll	Comment Card	2, 12
33	DeVore, Denise	Comment Card	5, 2, 4
20	Dixon, Don	Comment Card	12
179	Dixon, Don	Verbally	12, 7, 5
23	Dixon, Janette	Comment Card	2, 7, 12
178	Dixon, Janette	Verbally	12, 5
14	Dolat, Ken	Comment Card	Comment Noted and Considered
166	Dossey, Pat	Verbally	12, 2, 5
118	Ealy, Mark	Email	12, 5
143	Edwards, Richard	Email	12
18	Elliott, Cece	Comment Card	Comment Noted and Considered
165	Elliott, Cece	Verbally	12, 5
60	Ericksen, Scott	Website	3
77	Esparza, Alejandra	Email	5, 4, 2, 1
133	Esse, Margie	Email	4, 22, 5, 1
94	Farjellah, Michael	Email	5
129	Farris, Pam	Email	12, 5
85	Ferguson, Don	Email	Specific Response See Section 5.2
127	Fernandez, Jose	Email	5
81	Fetzer, Alan	Email	12, 19
191	Finger, Jack	Verbally	1, 22, 5, 12
185	Frerich, Monroe	Verbally	12, 5, 22
184	Frerich, Pauline	Verbally	2, 12, 5, 22
58	Garcia, David	Website	9
92	Garcia, E. Lou	Email	5
113	Garza, Art	Email	22, 1
100	Garza, Gloria	Email	2, 4
80	Geisler, Lawrence	Email	2, 1, 12
142	Gibson, Donna	Email	19, 12, 5
139	Glendening, Priscilla	Email	12, 5
192	Golden, John	Fax	20, 4, 18, 12, 5
69	Gonzalez, Liza	Website	Comment Noted and Considered
106	Grace, Julie	Email	12, 5
175	Gregory, Lois	Verbally	4, 18, 1, 12
140	Grisham, Bill	Email	12,
193	Grohman, Fred	Mail	22, 5, 17
126	Haag, Bob	Email	12, 22
97	Hall, Terri	Email	10
3	Harper, Glen	Comment Card	1
137	Hayes, Betty	Email	12, 5

Public Scoping Meeting #1 – Master Comment Listing

Reference #	Name	Comment Received	Response Number
111	Heagerty, George	Email	12, 5
107	Heide, Jean	Email	12, 5, 6
89	Helmich, Edith	Email	5
10	Helwig, Rosalinda	Comment Card	5, 8, 12, 4
164	Helwig, Rosalinda	Verbally	12, 5, 4, 15, 7
59	Hicks, Howard	Website	14
67	Hicks, Howard	Website	5
91	Hoggard, Stan	Email	4, 5
125	Hollan, J.E.	Email	2, 12
76	Hood, Charles	Email	5
119	Hopkins, Laura	Email	8, 24, 5, 12, 14, 17
65	Horne, David	Website	5
16	Jimenez, Nancy	Comment Card	22
157	Johnson, Steve	Email	2, 5
72	Juen, Byron	Website	12, 19
183	Juen, Byron	Verbally	1, 12
12	Kalcic, Karen	Comment Card	12
7	Kelly, Kevin	Comment Card	12
145	Kempf, Kevin	Email	12, 19, 5
194	Kopanski, Anthony	Mail and Email	20, 8, 22, 5, 12
136	Krieger, Scott	Email	4, 5, 3, 12
24	Kuhns, Nikki	Comment Card	12
86	Lap, Steve	Email	4, 2, 12, 22
155	LaSage, Henrietta	Email	1, 22, 4
158	Letterman, Lester	Email	12, 5, 19, 2
40	Lindsey, Keith	Comment Card	Specific Response See Section 5.2
159	Lindsey, Keith	Email	5
150	Locke, Kenny	Email	12, 5
68	Maxwell, John	Website	14
105	McGann, Ed	Email	12, 5, 24
38	McGuire, Mynda	Comment Card	9, 5
169	McGuire, Mynda	Verbally	2, 12
151	McNeil, Susan	Email	12, 5
32	Melton, Viki	Comment Card	12, 9
161	Merris, Celeste	Verbally	25, 12, 5
30	Migl, Babbie	Comment Card	23, 2, 12
173	Migl, Babbie	Verbally	12, 22, 5, 11, 14, 1, 16, 28
42	Morris, C	Comment Card	12
108	Morris, C	Email	12, 1, 24, 25, 11, 5
93	Morris, Jack	Email	12, 5
154	Mrachek, Laura	Email	12, 5
130	Muller, Michael	Email	2, 12, 5

Public Scoping Meeting #1 – Master Comment Listing

Reference #	Name	Comment Received	Response Number
148	Muphy, Lucinda	Email	12, 5
1	Ostrander, John	Comment Card	1, 4, 12
152	Pavlik, George	Email	12, 5, 11, 1
190	Pavlosky, John	Verbally	Comment Noted and Considered
19	Pearce, Fabian	Comment Card	2, 5, 4
189	Pearce, Fabian	Verbally	2, 4, 12, 6
25	Perez, John	Comment Card	1
70	Perez, John	Website	22, 12, 5, 8, 17
181	Perez, John	Verbally	3
83	Pheasey, Charles	Email	4, 2, 5, 14, 12, 1
28	Phelps, Ken	Comment Card	12, 2
177	Phelps, Ken	Verbally	12, 11
141	Pistorio, Mark	Email	12, 5
84	Place, Steven	Email	12, 5, 19
21	Polunsky, Andrew	Comment Card	4, 14
149	Qaquish, Mark	Email	9
104	Ramirez, Humberto	Email	12, 2, 5
73	Randolph, Virginia	Website	12, 7
123	Reesing, John	Email	5
88	Richardson, Gene	Email	Specific Response See Section 5.2
98	Roberts, Bob	Email	4, 2, 5
22	Rohrbough, Stephen	Comment Card	1, 5
122	Root, Danny	Email	12, 5
188	Sartor, Sudie	Verbally	12, 19
4	Schumacher, Ron	Comment Card	12, 19,
160	Serna, Elena	Email	Specific Response See Section 5.2
75	Shaw, Carol	Email	12, 2, 5
116	Shaw, Carol	Email	12, 5, 2
138	Shipman, Howard	Email	12, 5
87	Shisk, Dona	Email	2, 12
26	Shumway, Larry	Comment Card	22
99	Sinks, Tim	Email	2, 13
112	Smith, Jayson	Email	12, 5
114	Smith, Ted	Email	12, 5
174	Smith, Theodore	Verbally	12, 15
115	Sobeck, Michele	Email	12, 11
117	Spears, Nina	Email	12, 5
15	Starkey, Margret	Comment Card	21
37	Starkey, Margret	Comment Card	5
44	Starkey, Margret	Comment Card	5
176	Starkey, Margret	Verbally	4, 22, 5, 12
101	Stone, Paula	Email	12, 2, 11
2	Tedor, John	Comment Card	18, 4, 2, 5
74	Tedor, John	Email	20, 5, 22, 18, 4, 2, 12, 3, 11
82	Tilley, Bruce	Email	1, 22
39	Tremallo, Robin	Comment Card	5

Public Scoping Meeting #1 – Master Comment Listing

Reference #	Name	Comment Received	Response Number
95	Tschirhart, Gary	Email	4, 5, 14
182	Valdivia, Enrique	Verbally	Specific Response See Section 5.2
66	Villyard, David	Website	5
163	Wikman, Mike	Verbally	1, 12, 5, 15, 14
162	Wilson, Duane	Verbally	3
9	Wilson, Karen	Comment Card	4, 14
110	Wright, Charles	Email	12
71	Wynn, Clint	Website	12, 22, 2
102	Yarnold, Pam	Email	12, 5
172	Zalontz, Donald	Verbally	12, 5
171	Zalontz, Ronda	Verbally	12, 2, 5
103	Zapata, Nancy	Email	5, 2

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APPENDIX F
Written Public Comments and Meeting
Evaluation Forms

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Comment Cards

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281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
1

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward.

- Time of Environmental study is too long.
- Super Streets are best option for now.
- Government Stimulus Package?
- No tolls.
- Must do things now for SA is continuing to expand to the north.

Name: John Ostrander

Address: ~~5431~~ 5431 N New Braunfels

City, State Zip: San Antonio, TX 78209

Email:

After tonight's meeting, written comments can be e-mailed to US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA, 1222 N. Main Avenue Ste. 1000, San Antonio, TX 78212.

All written comments received or postmarked by Tuesday, September 8, 2009, will be included in the Public Scoping Meeting #1 official record and considered by the US 281 EIS team as we move forward in the development of the Environmental Impact Statement. Comments received after the deadline will become part of the record for Public Meeting #2.

281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
2

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward.

IN MY OPINION, THE CURRENT TRAFFIC/ CONGESTION CONDITIONS ON US HWY 281N ARE TOTALLY UNACCEPTABLE. THESE CONDITIONS ADVERSELY IMPACT THE ENVIRONMENT (AIR + WATER QUALITY PRIMARILY), PUBLIC SAFETY (↑ ACCIDENTS), AND QUALITY OF LIFE FOR LOCAL RESIDENTS AND TRAVELERS ALIKE. MUCH COULD BE DONE TO IMPROVE THESE CONDITIONS WITH A SIMPLE RE-TIMING OF THE TRAFFIC LIGHTS ALONG THIS CORRIDOR, GIVING INCREASED PRIORITY TO 281 THROUGH TRAFFIC.

Name: JOHN TEDOR

Address: 25242 CALLAWAY

City, State Zip: S.A. TX 78260

Email: jtedor@sattx.vr.com

After tonight's meeting, written comments can be e-mailed to US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA, 1222 N. Main Avenue Ste. 1000, San Antonio, TX 78212.

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CONTINUED

THE "SUPER STREET" CONCEPT MAY ALSO BE BENEFICIAL. HOWEVER, THE ULTIMATE SOLUTION, IN MY OPINION, WOULD BE THE ORIGINAL PROPOSAL FOR OVERPASSES AND ACCESS ROADS COMPRISING A LIMITED ACCESS FREEWAY ON 281 N OF LOOP 1604 — SOMEWHAT SIMILAR TO 281 S OF 1604. WE DO NOT NEED INCREASED THROUGHWAY CAPACITY. WE DO NOT NEED A 12-16 LANE TOLL ROAD. FOUR FREEWAY LANES (2 N BOUND, 2 S BOUND) WITH 2/1/Ø ACCESS ROAD LANES (BOTH S & N BOUND) WILL BE ADEQUATE AND WILL MINIMIZE ENVIRONMENTAL IMPACT. THE NUMBER OF ACCESS ROAD LANES WOULD VARY DEPENDING UPON LOCAL TRAFFIC ACCESS REQUIREMENTS — SOME SECTIONS WOULD NEED 2 LANES, OTHERS MAY NEED Ø. OVER/UNDER PASSES NECESSARY AT EVANS RD, STONE OAK PKWY, WILDERNESS OAK (/SUMMERGLEN WAY), AND BULVERDE/BOREFELD RD.

PM#1
2

281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM #1
3

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward.

STOP FOOLING AROUND & BUILD
THE ROAD. TOO MUCH TIME
AND GASOLINE BURNED
~~BUSY DAY~~ THAT THIS
PROJECT IS DELAYED.

Name: GLEN HARPER

Address: 18206 EMERALD OAKS

City, State Zip: SA, TX 78259

Email:

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Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
4

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TOLL ROADS ARE NOT FEASIBLE
IN TODAY'S ECONOMY.
USING PAID FOR RIGHT OF WAYS
TO BUILD TOLL ROADS & CHARGE
MONEY FOR ROADWAYS & RIGHT
OF WAYS ALREADY PAID FOR
IS ABSURD - GO BACK TO
THE ORIGINAL - ~~THE~~ PLAN FOR
OVERPASSES THAT MONEY IS
ALLOCATED FOR & SOLVE THE
CONGESTION PROBLEM ON
HWY 281 NORTH - THANKS

Name: RON SCHUMACHER

Address: 1138 VICTORIA LANE

City, State Zip: SPRING BRANCH TX 78070

Email: RON2SA@YAHOO.COM

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US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
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Comment Card

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PM #1
5

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Pushing the environmental
aspect of this whole process
is, in my opinion, the most
important tool to get people to
listen!

Name: _____

Address: _____

City, State Zip: _____

Email: _____

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281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

8/27/09
PM #1
6

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I do not trust ARMA. They broke my beliefs in the objectives for which I voted authority to them. ARMA approached our 281 problems on their own. Now they want to tell us they want our/my input. Widen & build, over passes improve traffic flow with ^{separated} (misspelled) lights. If I ever have the chance to rescind this organization, I will — dead head it.

Name: BJ
Address:
City, State Zip: 78232
Email: N/A

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281 EIS



Comment Card

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St. Mark's Catholic Church Gymnasium

PM#1
7

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Contract privately financed for profit, toll roads at no cost to the tax payer. Lease out medians to the private road firm. This option will reduce congestion at no cost to the taxpayer.

Name:

Address: 1914 River Oak Ln.

City, State Zip: San Antonio TX 78232-1534

Email: zamazaga25@hotmail.com

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Comment Card

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PM#1
8

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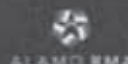
1. Future problem solving would be to build overpasses beyond 1604 on 281 heading north that would keep traffic moving along the 281 corridor
2. Future subdivision planning should include dedicated land BY THE BUILDER for schools, parks, fire stations, police + make sure there is enough water + electricity to sustain the development - this planning should include ingress + egress.
3. Alternative for now - express buses along 281 to downtown S.A.

Name: Margery Beitzel
Address: 15403 Frost Mist
City, State Zip: San Antonio TX 78232
Email: mbeitzel@satx.rr.com

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281 EIS



Comment Card

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August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
9

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Because I've not completely studied the proposed plans, I'm going to make my comments on perception:

- 1) How much will the "super" street cost?
- 2) What money will remain after the "super" street is ~~constructed~~ constructed?
- 3) What are the overall dollars available for this project - temporary + permanent?
- 4) Will the "3rd" lane be extended during the "super" street →

Name: Karen Wilson

Address: 13 Champions Run

City, State Zip: 78258

Email: benjie_karen@hotmail.com

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construction? (The "3rd" lane
ends ~~at~~ after the Santa Rosa/281
exit)

5) How will traffic be controlled
during the construction of the
"Super" street?

6) Is it correct that an
overpass project is set to
begin at 1604/281?

Thank-you for your time,
Laurie Wilson

PM#1
9

281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
10

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Environment must be FIRST PRIORITY. Too much emissions will give Bad Breathing Clean Air. What is going to happen to all the natural insects + animals that are part of our world. Already people suffer due to poor Air. We MUST - MUST Protect our Water Resources and our Trees + plants.

I DO NOT WANT A TOLL- Road. Please do the overpasses OR do the Double Deck Freeway like in Austin, Texas. PLEASE: NO SUPER STREETS.

Name: Rosalinda Helwig

Address: 727 Mesa Ridge

City, State Zip: San Antonio, TX 78258

Email:

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281 EIS



Comment Card

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August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
11

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I don't believe a EIS
Study Needs to be done to
install overpasses. \$7M for
another study could probably
pay for the overpasses.

The city should charge developers
a fee for road improvements in
the area.

The pollution caused by all the
cars sitting in traffic needs to stop now.

Name: Cathy Can delaria

Address: 1524 Lake Bl.

City, State Zip: Canyon Lake TX 78133

Email:

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281 EIS



Comment Card

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St. Mark's Catholic Church Gymnasium

PM#1
12

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I STRONGLY SUPPORT TOLL ROADS.
THE DAYS OF EXPECTING GOV'T \$\$ AND
LOCAL TAX \$\$ TO COVER ALL
TRANSPORTATION EXPENSES ARE OVER GIVEN
THE EXCESSIVE DEMANDS FOR BOTH IN
TODAY'S ECONOMY/ U.S.

THANK YOU.

Name: KAREN KALCIC

Address:

City, State Zip: 78259

Email:

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281 EIS



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PM#1
13

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Keep Politics + Developers
OUT OF PLANNING
PLAN BASED ON BEST
FACTS AVAILABLE

Name:

Address:

City, State Zip:

Email:

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PM#1
14

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AT THIS TIME, I BELIEVE I WOULD LIKE TO
SEE THE 281N EXTENSION CONSIST OF A
SIMILAR ROADWAY DESIGN TO THE DEPRESSED
SECTION OF 281 ROADWAY WHICH EXISTS
S OF LOOP 1604 WITH OVERHEAD BRIDGES AT
MAJOR CROSS ROADS, U-TURN ROADS ON
BOTH SIDES OF EACH CROSS ROAD BRIDGE,
AND LOCAL TRAFFIC LANES PARALLEL TO
281 ALONG BOTH N AND S SIDES.

Name: KEN DOLAT

Address: 2935 LOW OAK

City, State Zip: SAN ANTONIO, TX 78232

Email: kendolat@yahoo.com

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281 EIS



Comment Card

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St. Mark's Catholic Church Gymnasium

PM#1
15

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I believe that the traffic study is biased. I travel that stretch of the road every day and never go 40 mph between S. of 1604 and Encino Rio, unless I am early or late.

Please repeat the study and measure speed at distinct intervals:

7am 7:15 7:30 etc. until 9am
4pm 4:15 4:30 4:45 ~~4:55~~ 5:00 etc. until 7pm

Then you can see when traffic builds and how slow it gets in the peak hour.

Name: Margaret Starkey

Address: 2158 Encino Loop

City, State Zip: SA TX 78259

Email: margaret.starkey@yahoo.com

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PM#1
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I absolutely refuse to go to anything north of 1604 during the week.

For this area to develop, we have to have relief for the businesses will start failing and home values will drop.

Folks north of 1604 along 281 are slowly losing their quality of life.

Name: Dancy Jimenez

Address: 1522 Spanish Oaks

City, State Zip: SAT 78213

Email: surveysa@hotmail.com

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281 EIS



Comment Card

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August 27, 2009

St. Mark's Catholic Church Gymnasium

PM#1
17

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As I travel the 281 Corridor
I am hopeful that there
will a toll-way or some
way to alleviate the Congestion
that seems to be getting
increasingly worse. Not only
is it an inconvenience but
also seems very dangerous.

Name: Heidi Creamer

Address: 1910 Thicket Trail Dr.

City, State Zip: San Antonio, TX 78248

Email:

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281 EIS



Comment Card

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PM#1
18

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Wasting my money
build the road now
I don't ask of any
more money —
Stop this nonsense

Name:

Coco Elliott

Address:

141 Ridge Trail

City, State Zip:

SAT 78232

Email:

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PM#1
19

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281 N. OF LOOP 1604 DOES NOT
NEED TO BE COMPLETELY REPLACED
IN ITS ENTIRETY. IT SHOULD BE
RELANDED. INSTALLATION OF
OVERPASSES WOULD ELIMINATE
TRAFFIC LIGHTS WHICH ARE THE
MAIN CAUSE OF TRAFFIC STOPPAGE.
THERE WOULD NOT BE ANY NEED FOR
ADDITIONAL LANE FOR QUITE SOMETIME.
THIS TURNAROUND W/ ACCESS ROADS.
THIS IS WORTHLESS WITHOUT OVERPASSES.

YOU STILL HAVE TO STOP

Name: FABIAN S. PEARCE

Address: 2019 OAK VISTA

City, State Zip: SAN ANTONIO TX 78232

Email: SAM.PEARCE@SBCGLOBAL.NET

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PM#1
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THE US 281 NORTH
IMPROVEMENTS SHOULD
BE ~~NOT~~ NON
TOLLED SOLUTION
ONLY.

Name: DON P. DIXON
Address: 206 MORNINGSID DR
City, State Zip: SAN ANTONIO, TX 78209
Email: _____

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PM #1
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I believe that not proceeding with both the Super Street and the Interchange would be a major Set back to the growth and development of our city. These presentations do an excellent job of getting the facts out in plain sight for people to see. Keep up the good work!

Name: Andrew Polunsky
Address: 3223 Oakleaf Dr
City, State Zip: San Antonio, TX 78209
Email: AGPolunsky@gmail.com

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PM#1
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I don't understand the need
for a EIS assessment with
all the other EAs being done.
Lower limits to Toll Rd vs New
Toll Rd had a lot to do with
it.

Just widening the road corridor
by 1 or 2 lanes each way
would be approved using a
CE on any other road in TX.
Overpasses at intersections + 6-8
lane expansion would be best option.

Name: STEPHEN ROHRBOUGH

Address: 15123 ELKTON RD

City, State Zip: SAN ANTONIO, TX 78232

Email:

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281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
23

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward.

A non-tolled 281 with overpass
is the most efficient & appreciated for
US 281 travelers - smoother on
through traffic. This is the long
standing preference of the residents
& incoming traffic.

Tolls are a double taxation -
never go away - not representative
of the people and discriminate against
the low income.

Name:

Jessie Dixon

Address:

206 Morningside Dr

City, State Zip:

San Antonio, TX 78209

Email:

After tonight's meeting, written comments can be e-mailed to
US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA,
1222 N. Main Avenue Ste. 1000, San Antonio, TX 78212.

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281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1

August 27, 2009

St. Mark's Catholic Church Gymnasium

PM#1
24

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I oppose the 'Tax solution' -- as it creates the need for additional lanes. This US Highway should remain a FREEWAY, a much less expensive solution to 'peak hour congestion'.

Name:

Nikki Kuhns

Address:

331 Twisted Wood Dr.

City, State Zip:

San Antonio, TX

78216

Email:

jdk5630@msu.com

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PM #1
25

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Please hurry up and
Build this!

Name: John Perez

Address: 1730 Oakland Bend

City, State Zip: SA, TX 78258

Email:

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281 EIS



Comment Card

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St. Mark's Catholic Church Gymnasium

PM#1
26

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Traffic is horrific
1000's of hours lost to congestion
Businesses suffer from lack of access
due to congestion

The ~~281~~ Corridor needs more capacity
Traffic extends all the way from
Blanco
If no other funding sources are
identified, tolling can provide the
needed funds

Name: Larry Shumway
Address: 1131 Canal Crest
City, State Zip: Bulverde, TX 78163
Email: lutzlway@aol.com

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US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
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281 EIS



Comment Card

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August 27, 2009
St. Mark's Catholic Church Gymnasium

PM#1
27

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A toll road is not needed - you all need to get out of picture!
A standard free way configuration can do just fine & carry all the traffic necessary. Some type of toll should be considered - not tolled for people to get to the area to work.

I am not including my name, because I'm a consulting civil engineer (both a P.E. & RPES) and have worked in both the private and public sectors. I have over 40 yrs experience within Bexar County!
Name: _____
Address: _____
City, State Zip: _____
Email: _____

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281 EIS



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August 27, 2009
St. Mark's Catholic Church Gymnasium

PM #1
28

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NO TOLL ON 281. BUILD THE
ORIGINALLY PLANNED OVERPASSES
AND EXPANDED HIGHWAY.

Name: KEN PHELPS

Address: 18222 CRYSTAL COVE

City, State Zip: SA, TX 78259

Email:

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US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
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Comment Card

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 St. Mark's Catholic Church Gymnasium

PM#1
 29

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MAIN SUGGESTION:

1- WIDEN TO THE SIZE 281 HAS WHEN IT REACHES 1604.

2- ADD AN ACCESS ROAD.

3- PUT IN OVERPASSES AND ELIMINATE TRAFFIC LIGHTS.

IN ORDER TO ACCOMPLISH THIS, MAKE THE LAND DEVELOPERS PAY FOR THIS CONSTRUCTION - SO MUCH (\$1000 → \$5000) PER UNIT THEY BUILD. (OR MORE)

4- WITH THE ELIMINATION OF THE TRAFFIC LIGHTS (1) TRAFFIC WILL FLOW MORE SMOOTHLY THERE WOULD BE LESS

Name: "BUNCHING" UP SO LESS TENDENCY

Address: FOR TRAFFIC ACCIDENTS (2) AIR

City, State Zip: QUALITY WILL IMPROVE (NO

Email: EMISSIONS FROM VEHICLES IDLING AT

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THE STOP LIGHT.)

- ③ ADD A MAJOR BENEFIT WILL BE DRIVERS WHO ARRIVE AT THEIR DESTINATION CALMER, COOLER UNDER THE COLLAR, AND HAPPY TO HAVE EXPERIENCED A MORE PLEASURABLE RIDE!

THANK FOR YOUR EFFORTS. I HOPE I'LL STILL BE ALIVE WHEN THE "281 PROJECT" IS COMPLETED!!!

(I'm sorry they didn't do all this in 1990 when they completed the Bitters to 1604 corridor - it certainly would have been less expensive!)

PM#1
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Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM #1
30

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I would like to see an ES rather than an EIS done on the northern part of the corridor while you are doing it for the interchanges. I feel that overpasses and expansions would be quicker and less costly than toll roads. The only reason you can't perform an ES on the northern portion is that you are determined to make it a toll road, regardless of what anybody says. This is unfair to the people who travel this road on a daily basis. I also would like to see the Alamo RMA abolished.

Name: Bobbie Migel

Address: 1404 Adams Road

City, State Zip: Bulverde TX 78163-1901

Email: dbmigel@gtc.com

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281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

PM #1
31

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ANY BUS SERVICE ALTERNATIVE SHOULD GO BEYOND THE 281 CORRIDOR ITSELF TO SERVE THE EVER GROWING NEIGHBORHOODS BEING BUILT IN BOTH SIDES OF IT. THIS CONSIDERATION WOULD ALSO APPLY TO ANY HIGH CAPACITY TRANSIT OPTION TO BE EXPLORED. THE ABSOLUTE LACK OF PUBLIC TRANSPORTATION NORTH OF 1604 INCREASES THE USE OF VEHICLES, IN MANY CASES BEING MORE THAN 2 PER HOME. OBVIOUSLY, IT WILL ONLY KEEP GROWING, RESULTING IN AN INCREASE OF THE ALREADY UNBEARABLE CONGESTION.

- CARPOOL LANE SHOULD BE CONSIDERED AS AN ADDITIONAL LANE, NOT INSTEAD OF ONE ALREADY AVAILABLE.

Name: SAMUEL BELILTY

(MORE IN THE

Address: 3638 PINNACLE DR.

BACK... -D)

City, State Zip: SAN ANTONIO, TX 78261

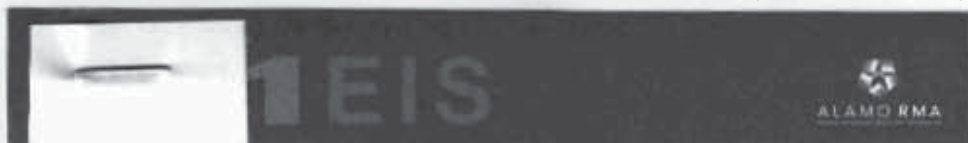
Email: SBELILTY@UNIVISION.NET

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-IT MAY BE WORTH EXPLORING AN EXPANSION OF BULVERDE ROAD, MORGUE RD, AND BLANCO RD. ALTHOUGH IT WOULD PROBABLY BE AN EXPENSIVE CONCEPT, SUCH EXPANSION WOULD BE LIKE A "MINI LOOP" SURROUNDING THE 281 CORRIDOR, ~~WHICH~~ AND ASSUMING THE FEDERAL FUNDED RAMPs CONNECTING 1604 TO 281 ARE INDEED BUILT, IT MAY TAKE AWAY FROM THE CORRIDOR A SIGNIFICANT AMOUNT OF PEOPLE LIVING IN THE SURROUNDING AREAS.





Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

3

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Would prefer for it to be
FREE like all the other roads
in San Antonio.

Want a promised sound barrier
wall & noise reducing road material
that TxDOT promised 2 yrs. ago

Name: Viki Melton
Address: 20623 Wild Spring Dr
City, State Zip: San Antonio, TX
Email:

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US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
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EIS		ALAMO RMA
Comment Card		4
US 281 EIS Public Scoping Meeting #1		
August 27, 2009		
St. Mark's Catholic Church Gymnasium		
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<p>I think the suggestion of VIA Buses further down 281 would be a great idea. I am afraid to drive but I would take the bus downtown + to other destinations. I also think the overpasses are the best solution of all. The superhighway idea, if that is the only thing we can do, will be of some help.</p>		
Name: Denise DeVore		
Address: 22019 ORIOLE HILL DR.		
City, State Zip: San Antonio TX 78258		
Email:		
<p>After tonight's meeting, written comments can be e-mailed to US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA, 1222 N. Main Avenue Ste. 1000, San Antonio, TX 78212.</p>		
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281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

5

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Need to close median on east side of
Evans that Walgreens has access to, many
accidents have occurred here and traffic
WB gives 90% of the time beyond this
point.

Name:

Address:

City, State Zip:

Email:

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281 EIS



Comment Card

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August 27, 2009
St. Mark's Catholic Church Gymnasium

52

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Will 281 @ 1604 intersection
find any alternation in
traffic congestion

Name:

Address:

City, State Zip:

Email:

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281 EIS



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August 27, 2009
St. Mark's Catholic Church Gymnasium

53

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I think that the overpasses should
be put in. These improvements were
already paid for.

Name: CARROLL DEVORE

Address: 22019 ORIOLE HILL DR.

City, State Zip: San Antonio TX 78258

Email:

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US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
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281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

101

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1. The Evans/281 intersection is now very dangerous and a mess. It can take (often) 4 traffic lights before you can turn left from 281N onto Evans(W) to go to HEB. Plus, it can be very difficult to cross the lanes of traffic from turning right onto 281 at Encino Rio to get into the left turn lane at Evans.

2. Coming on Evans (from E) to cross 281 to go to HEB also takes several lights because the light is so short.

Name: Margaret Starkey


Address: 2158 Encino Loop

City, State Zip: SA 78259

Email: margaret-starkey@yahoo.com

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<h1 style="margin: 0;">281 EIS</h1>		 <small>ALAMO RMA</small>
<h2 style="margin: 0;">Comment Card</h2>		
US 281 EIS Public Scoping Meeting #1 August 27, 2009 St. Mark's Catholic Church Gymnasium		102
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<p><i>A Sound study should be done. After Trees were removed the noise increased considerably in my back yard. When 20+ Lanes are installed the noise will undoubtedly increase.</i></p>		
<p><i>Recommend Sound Barriers be installed for all residents along this corridor.</i></p>		
<p>Name: <i>Mynda McGuire</i></p>		
<p>Address: <i>26015 Encino Royale</i></p>		
<p>City, State Zip: <i>San Antonio, TX 78259</i></p>		
<p>Email: <i>ArMynda@SBCGlobal.net</i></p>		
<p style="font-size: 0.8em;">After tonight's meeting, written comments can be e-mailed to US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA, 1222 N. Main Avenue Ste. 1000, San Antonio, TX 78212.</p>		
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281 EIS



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August 27, 2009
St. Mark's Catholic Church Gymnasium

103

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Redland Rd @ 281 - Please do not removed the entrance/exit at this location. There is no stop sign, but there ~~is~~ ^{is} a merge lane onto 281 & a turn lane onto Redland Rd. This beats the way the entrance/exit was set up before.

Name: Robin Tremallo

Address: 18727 Redrock Creek

City, State Zip: San Antonio Tx 78255

Email: rtremallo@yahoo.com

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281 EIS



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104

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WHEN WILDERNESS OAK IS COMPLETED, A
LARGE NUMBER OF PEOPLE WILL USE
THAT ROAD TO GET TO BLANCO
1) WILL THERE BE A NEW STOPLIGHT AT W.O. + 281?
2) WHEN WILL THE FINAL SEGMENT (BIT CANYON GOLF
AND MOUNTAIN LODGE RD BE COMPLETE?

Name: KEITH LINDSEY

Address: 2027 SUNDERIDGE DR

City, State Zip: SA TX 78260

Email:

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US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
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Submitted at Station 6 (Comment 41)



Comment Card

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August 27, 2009
St. Mark's Catholic Church Gymnasium

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How is the additional traffic from
Tesoro going to flow into 281?
Redland Road is already a very
dangerous intersection and it
is not clear to me how it can handle
thousands of additional cars at
rush hour.

Name:

Address:

City, State Zip:

Email:

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considered by the US 281 EIS team as we move forward in the development of
the Environmental Impact Statement. Comments received after the deadline
will become part of the record for Public Meeting #2.

Submitted at Station 6 (Comment 42)

281 EIS



Comment Card

US 281 EIS Public Scoping Meeting #1
August 27, 2009
St. Mark's Catholic Church Gymnasium

151

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward.

Realtor - drive 200 miles or
more per day title Companies
homes + Office in this area
coming from Converse, TX
Loop 1604 + FM 78
Why isn't economic
effects such as \$32 a day
for possible tolls discussed
today?

Environment needs more
lanes + expansion had \$325 million
Toll FREE ONLY!

Name: C. Morris

Address: P O Box 998

City, State Zip: Converse, TX 78109

Email:

After tonight's meeting, written comments can be e-mailed to
US281EIS@AlamoRMA.org, faxed to (210) 495-5403 attention 281 EIS Public
Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA,
1222 N. Main Avenue Ste. 1000, San Antonio, TX 78212.

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I don't understand why we have so many delays in getting 281 fixed. We have heard for years every reason in the book. I see 410, IH10, 1604, Bandera and many other roads fixed. What will it take. I am just a working mother that wastes 3 1/2 hours or more traveling 281 a day. That is important time away from my family.

Name: Sherry BRAY

Address: 1495 BRAND RD

City, State Zip: BULLVERDE, TX

Email:

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Submitted at Station 6 (Comment 44)

281 EIS



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Coming off Sonterra onto 281W is extremely dangerous in non rush hour traffic because you have to go from a dead stop at the bottom of the ramp onto the access road ramp where traffic is dense and going 50mph. ~~There~~ There is no merge lane even though there is plenty of room to build one. This needs to be built ASAP. It's not a problem in rush hour because nobody is moving and people let you in.

Name: Margaret Starkey

Address: 2158 Encino Loop

City, State Zip: SA 78259

Email: margaret.starkey@yahoo.com

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